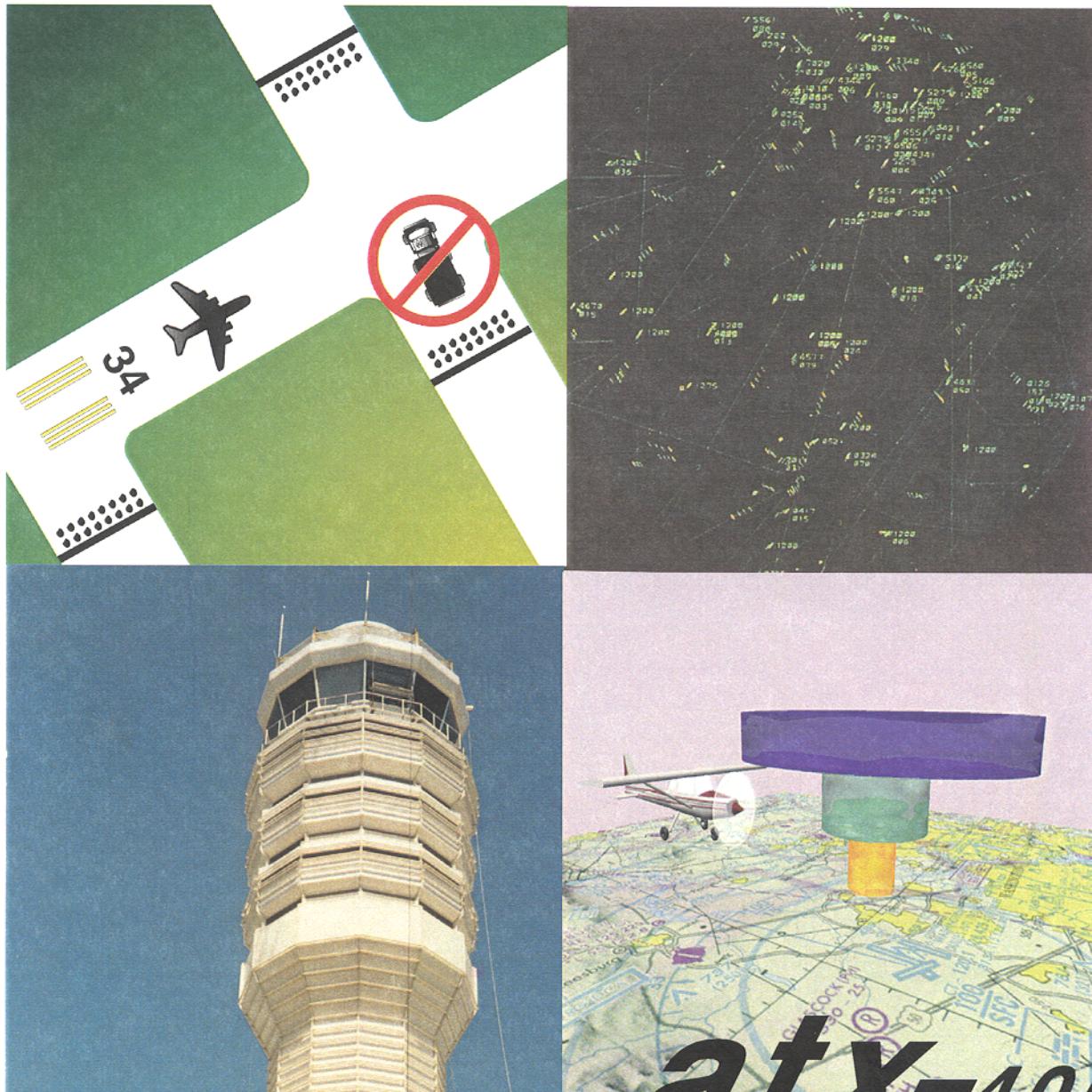




U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Safety Statistical Handbook



atx-400

planning • information • analysis

October 2000

Air Traffic Resource Management Program
Planning, Information and Analysis

AVIATION SAFETY STATISTICAL HANDBOOK

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format, monthly aviation safety statistical information for National Airspace System (NAS). Data includes statistics on aviation incidents, aircraft accidents and flight assist. Data are presented for Near Midair Collisions (NMAC's), Operational Errors (OE's), Operational Deviations (OD's), Pilot Deviations (PD's), Vehicle/Pedestrian Deviations (VPD's), Surface Incidents (SI's), Runway Incursions (RI's), Flight Assists (FA's), and aircraft accidents in the NAS. Comparing January through October 1999 with January through October 2000, all airspace incidents have shown an increase, with the exception of NMAC's, which show a slight decrease. Accident counts for January through October 2000 show a decrease as well.

NEAR MIDAIR COLLISIONS

During January through October 2000, the number of pilot-reported Near Midair Collisions decreased 6 percent from 222 to 208, compared to January through October 1999, (see Graph on Page ES-3). Over this period, the number of NMAC's reported by Air Carriers (Part 121/125/129 and Part 135) decreased from 85 to 78. General Aviation (G/A-Part 91) increased from 73 to 80. NMAC's where one aircraft was flying IFR and the other was flying VFR decreased from 121 to 111. Incidents where both aircraft were flying IFR increased from 19 to 25, and incidents where both aircraft were flying VFR decreased from 82 to 72. Nineteen incidents through October 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational Errors increased 18 percent from 817 to 967 during January through October 2000, compared to the same period in 1999. En route Operational Errors for this period increased 28 percent from 503 to 619. Errors at terminals increased 11 percent from 314 to 348. During the 12-month period ending October 2000, the top Air Route Traffic Control Centers (ARTCC's), based on Operational Errors per 100,000 operations, had error rates ranging from 3.72 for Washington Center to 1.44 for the Kansas City Center. TRACON Operational Errors varied from 1.50 for Anchorage to .71 for Falmouth.

Operational Deviations in the NAS for January through October 2000 increased 31 percent from 235 to 308 compared to January through October 1999.

PILOT DEVIATIONS

Reports of Pilot Deviations for January through October 2000 increased 24 percent from 1,354 to 1,685, compared to January through October 1999. Over this period, Air Deviations increased 15 percent from 917 to 1050; while Surface Deviations increased almost 44 percent, from 426 to 614. The number of Class 'B' Airspace Violations increased two percent from 130 to 132.

VEHICLE/PEDESTRIAN DEVIATIONS

Total Vehicle/Pedestrian Deviations during January through October 2000 increased 35 percent from 347 to 469 for the same period in 1999. Jeffco Airport recorded a total of 25 VPD's for the 12 months ending October 2000. This is up compared to the number recorded for the preceding 12 month period. Centennial Airport in Colorado and Luis Munoz Marin Airport in Puerto Rico also recorded significant increases in VPD's over the last 12 months.

SURFACE INCIDENTS

The number of Surface Incidents for January through October 2000 increased by 38 percent from 876 to 1206, compared to the same period in 1999. Operational Error SI's increased slightly, from 77 to 81. Pilot Deviation SI's increased 45 percent, from 437 to 635. Operational Deviation SI's increased 75 percent, from 12 to 21.

The number of Runway Incursions for January through October 2000 increased 23 percent, from 265 to 326, compared to January through October 1999.

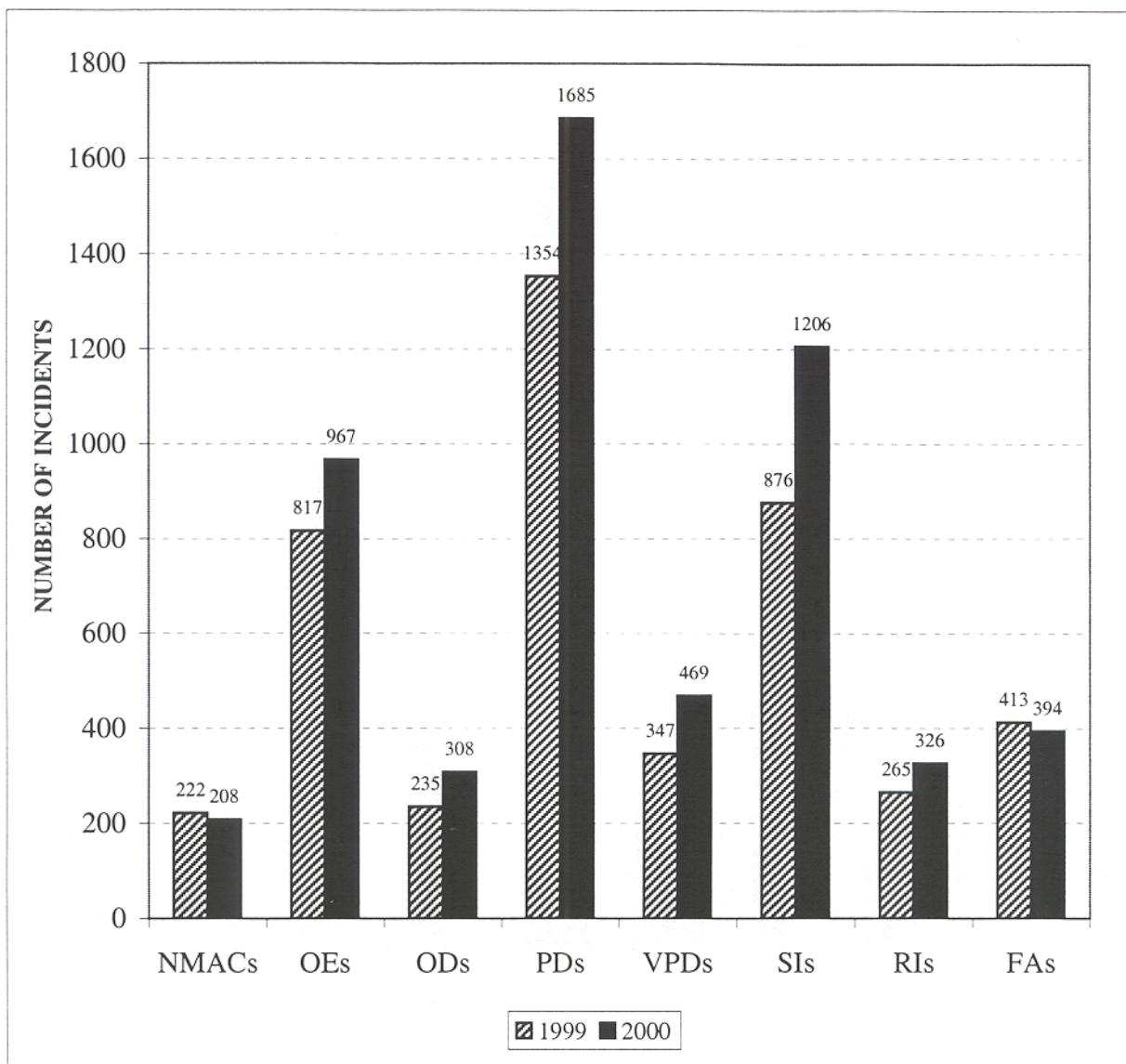
FLIGHT ASSISTS

Flight assists for January through October 2000 decreased five percent from 413 to 394, compared to January through October 1999. Ninety-three percent of the flight assists handled in January through October 2000 were for General Aviation aircraft. A 12-month comparison of flight assists by facility showed that Fort Worth Meacham Airport and New York TRACON both provided 19 assists.

ACCIDENT DATA

Total system accidents decreased three percent from 1,816 during January through October 1999, to 1,756 for January through October 2000. About 93 percent of the year 2000 accidents occurred in the General Aviation segment (1634), which decreased 4 percent from 1,697 in January through October 1999. There were 43 large air carrier accidents in January through October 2000 compared to 47 for the same period in 1999. The total system fatalities increased 15 percent, from 619 to 713, during this period.

NATIONAL AIRSPACE INCIDENTS
JANUARY - OCTOBER
1999 versus 2000



NMAC - Near Midair Collision

OE - Operational Error

OD - Operational Deviation

PD - Pilot Deviation

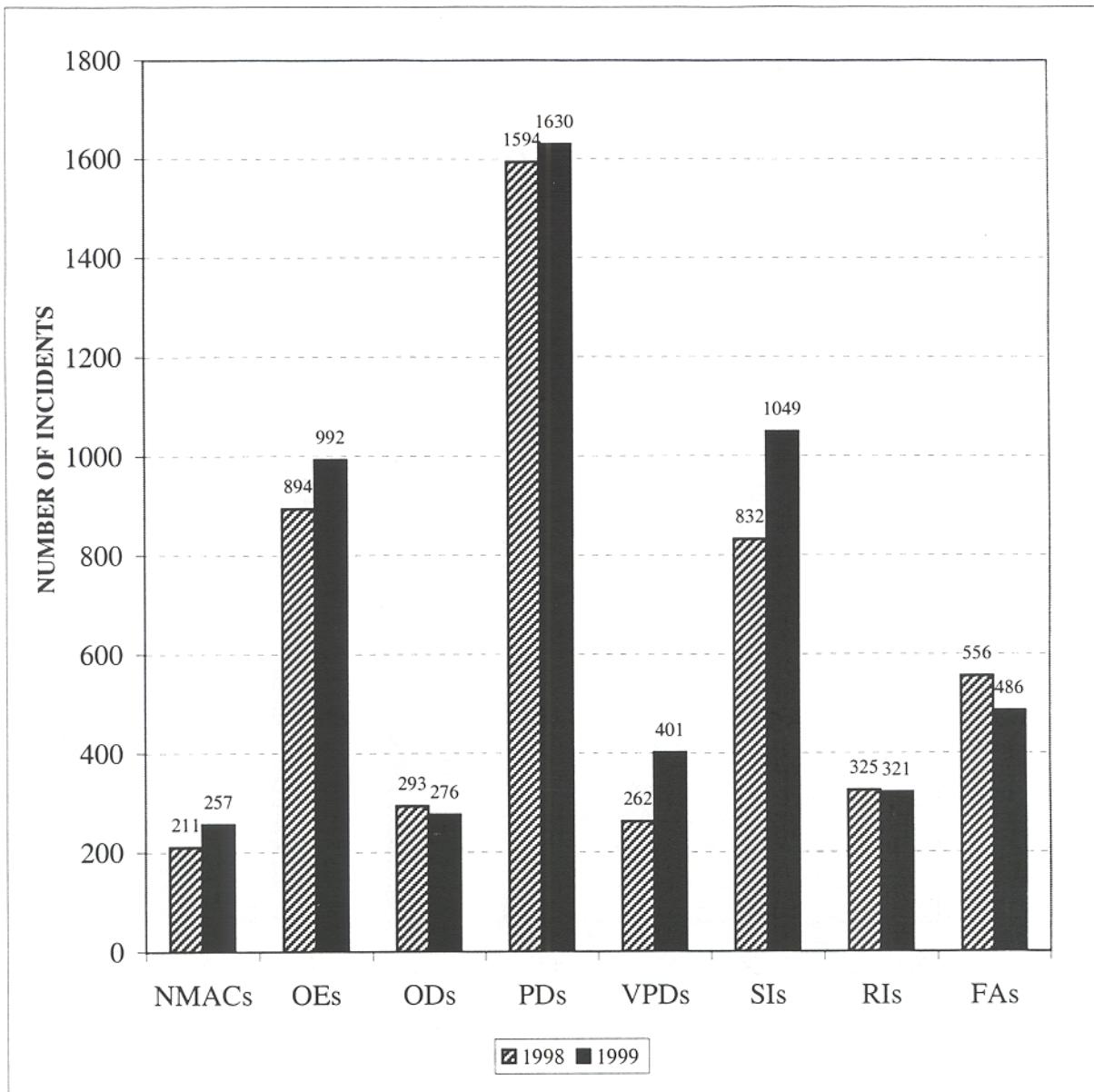
VPD - Vehicle/Pedestrian Deviation

SI - Surface Incident

RI - Runway Incursion

FA - Flight Assist

NATIONAL AIRSPACE INCIDENTS CALENDAR YEARS 1998 and 1999



NMAC - Near Midair Collision

OE - Operational Error

OD - Operational Deviation

PD - Pilot Deviation

VPD - Vehicle/Pedestrian Deviation

SI - Surface Incident

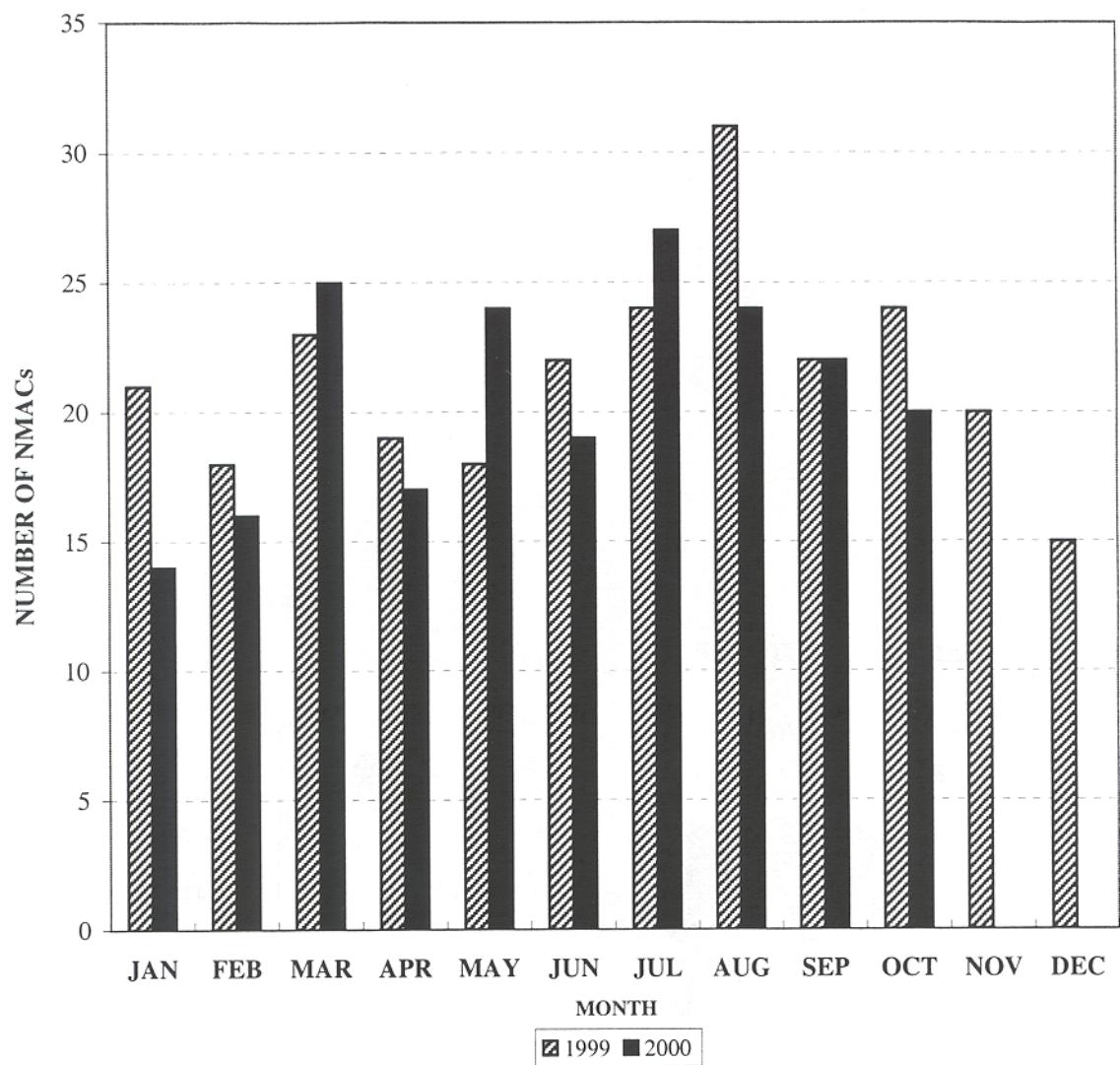
RI - Runway Incursion

FA - Flight Assist

NEAR MIDAIR COLLISIONS*

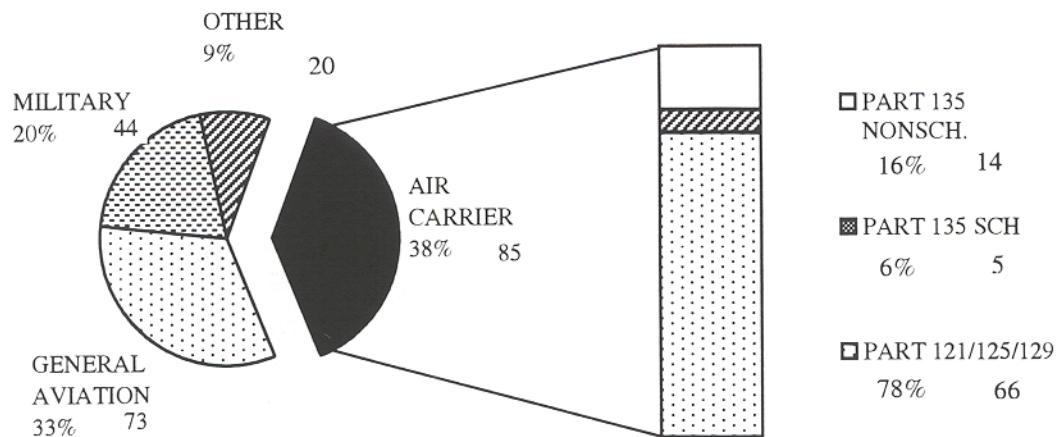
*The reporting of a **Near Midair Collision** is voluntary and depends in part on the individual's perception of a situation. A report does not necessarily involve the violation of regulations or an error by air traffic controllers, nor does it necessarily represent an unsafe condition. Significant factors influencing the submission of a report may include the proximity of the aircraft involved, the element of surprise in the encounter, or the heightened alertness of the flight crew to the possibility of a Near Midair Collision because of the publicity surrounding a near, or actual, midair collision. Some Near Midair Collisions, including those which may involve unsafe conditions, may not be reported. Some reasons are the failure to see the other aircraft or to perceive accurately the distance from another aircraft due to restricted visibility or the relative angle of approach. Others are the fear of penalty, or lack of awareness of the NMAC reporting system. **Data are preliminary and subject to change.**

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - OCTOBER 2000**

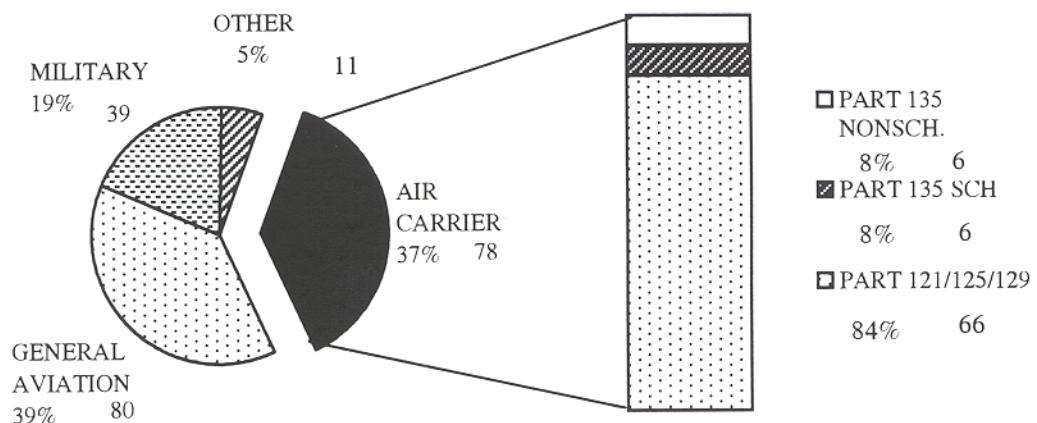


PILOT-REPORTED NEAR MIDAIR COLLISIONS BY REPORTING OPERATOR TYPE 1999 versus 2000

JANUARY - OCTOBER 1999

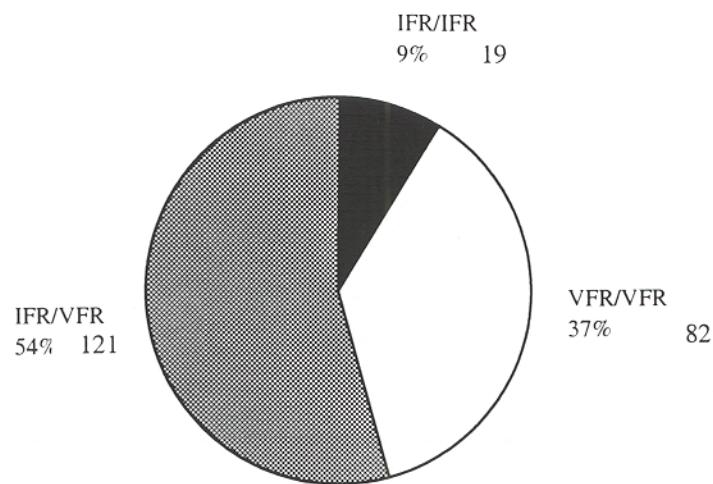


JANUARY - OCTOBER 2000

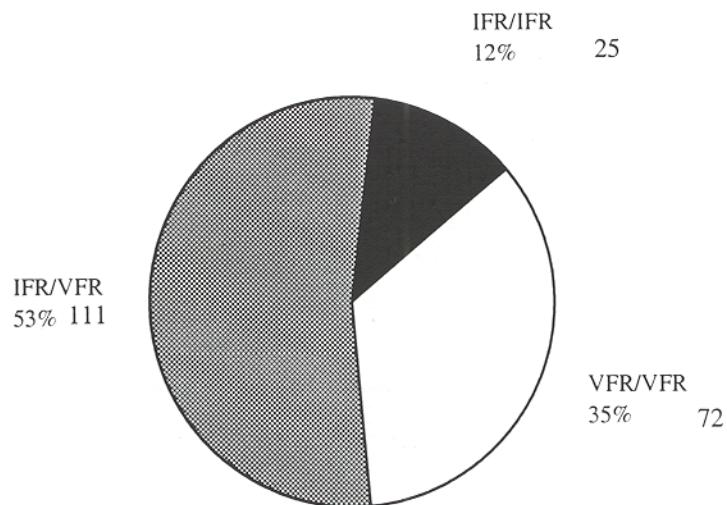


PILOT-REPORTED NEAR MIDAIR COLLISIONS 1999 versus 2000

JANUARY - OCTOBER 1999



JANUARY - OCTOBER 2000



**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY DEGREE OF HAZARD AND MONTH**
1999 - OCTOBER 2000

1999

MONTH	DEGREE OF HAZARD				TOTAL
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	
JAN	4	8	2	7	21
FEB	2	9	3	4	18
MAR	4	5	8	6	23
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	13	8	2	24
AUG	2	14	7	8	31
SEP	2	9	0	11	22
OCT	3	10	6	5	24
NOV	2	12	1	5	20
DEC	4	7	2	2	15
TOTAL	28	111	55	63	257

2000

MONTH	DEGREE OF HAZARD				TOTAL
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	
JAN	2	8	3	1	14
FEB	1	8	0	7	16
MAR	2	12	6	5	25
APR	2	7	6	2	17
MAY	2	13	2	7	24
JUN	3	8	2	6	19
JUL	1	18	4	4	27
AUG	3	10	3	8	24
SEP	2	5	5	10	22
OCT	1	2	0	17	20
NOV					
DEC					
TOTAL	19	91	31	67	208

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - OCTOBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	4	7	5	21
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	10	23
APR	1	1	1	4	0	1	4	1	6	19
MAY	0	0	2	3	1	1	1	4	6	18
JUN	1	1	3	2	0	2	4	2	7	22
JUL	2	2	2	3	1	5	1	2	6	24
AUG	3	1	5	4	1	4	4	6	3	31
SEP	0	2	3	2	3	2	3	4	3	22
OCT	0	1	5	1	0	1	2	3	11	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	2	1	1	0	1	4	2	2	15
TOTAL	10	15	33	26	7	23	34	38	71	257

2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	2	2	2	4	14
FEB	0	1	0	1	0	3	4	2	5	16
MAR	2	1	2	1	1	1	7	1	9	25
APR	0	1	0	0	0	1	4	2	9	17
MAY	0	0	2	0	2	2	5	4	9	24
JUN	1	0	1	1	0	1	7	2	6	19
JUL	1	1	7	1	0	2	4	2	9	27
AUG	2	0	2	4	2	1	4	3	6	24
SEP	0	0	5	0	1	3	4	3	6	22
OCT	1	0	2	1	2	3	6	1	4	20
NOV										
DEC										
TOTAL	7	5	23	10	8	19	47	22	67	208

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

STATE	JAN-OCT 1999	JAN-OCT 2000	STATE	JAN-OCT 1999	JAN-OCT 2000
Alabama	3	0	Montana	2	0
Alaska	8	7	Nebraska	0	0
Arizona	10	16	Nevada	5	5
Arkansas	0	0	New Hampshire	1	1
Atlantic Ocean	1	0	New Jersey	9	4
Bahamas*	1	0	New Mexico	2	2
California	44	44	New York	7	5
Colorado	6	3	North Carolina	1	4
Connecticut	2	1	North Dakota	5	0
Delaware	0	2	Ohio	5	2
District of Columbia	0	0	Oklahoma	3	1
Florida	12	22	Oregon	1	4
Georgia	5	5	Pacific Ocean	0	1
Guam*	0	0	Pennsylvania	3	6
Hawaii	4	2	Puerto Rico*	0	3
Idaho	1	0	Rhode Island	0	0
Illinois	6	4	South Carolina	0	2
Indiana	3	1	South Dakota	1	1
Iowa	4	0	Tennessee	1	5
Kansas	7	4	Texas	24	14
Kentucky	3	2	Utah	3	6
Louisiana	0	4	Vermont	0	0
Maine	2	0	Virgin Islands*	0	0
Maryland	5	3	Virginia	2	3
Massachusetts	1	5	Wake Island*	0	0
Michigan	3	0	Washington	7	6
Minnesota	2	0	West Virginia	2	2
Mississippi	1	3	Wisconsin	1	2
Missouri	2	1	Wyoming	1	0

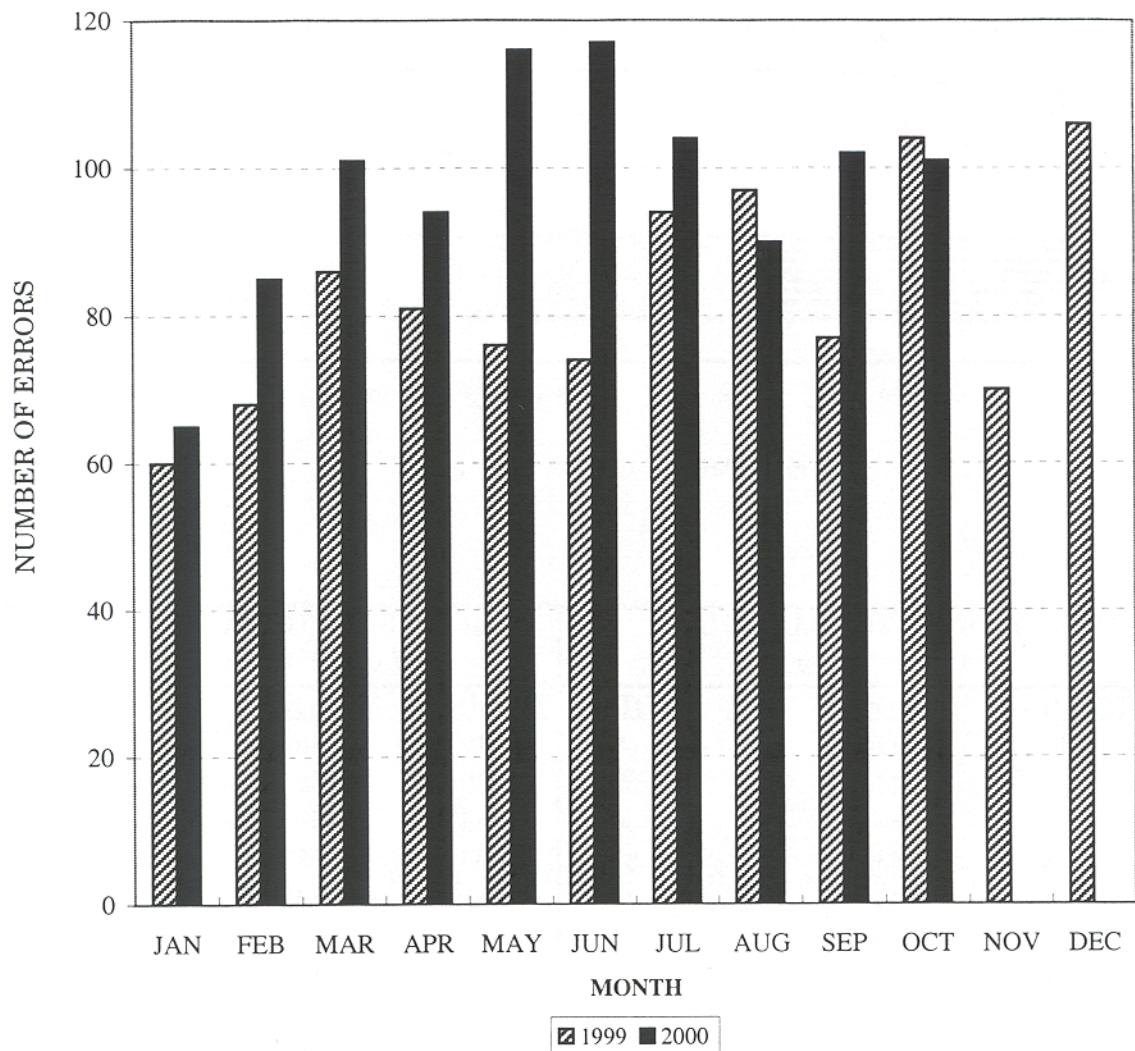
*U.S. Controlled Airspace

TOTAL 222 208

OPERATIONAL ERRORS/DEVIATIONS*

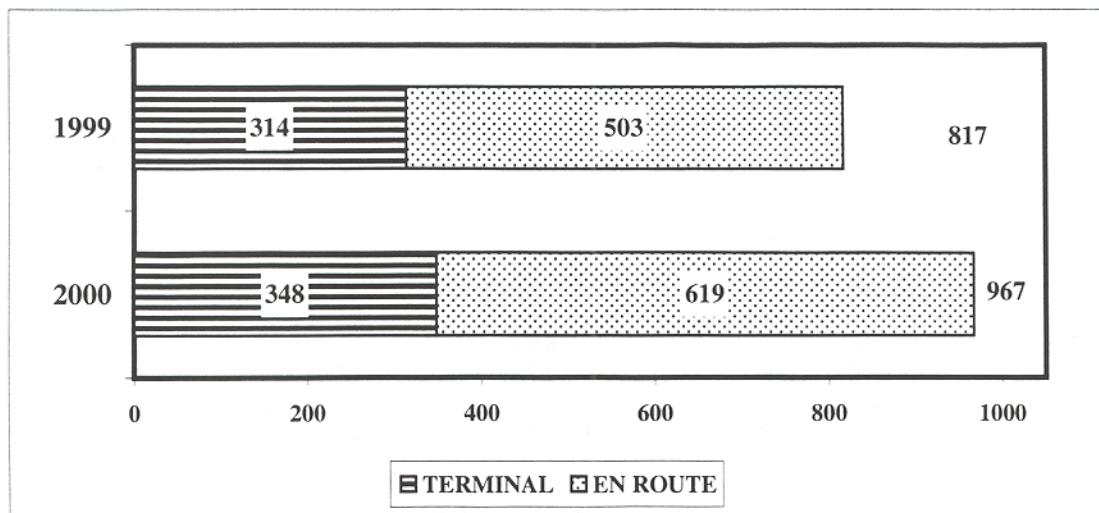
*The use of absolute numbers of **Operational Errors/Deviations** as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count may merely reflect a corresponding rise or fall in the number of aircraft using the national airspace over a given period. **Data are preliminary and subject to change.**

**OPERATIONAL ERRORS
BY MONTH
1999 - October 2000**



	1999	2000																				
	60	65	68	85	86	102	81	93	76	115	74	115	94	103	97	89	77	102	104	98	70	105

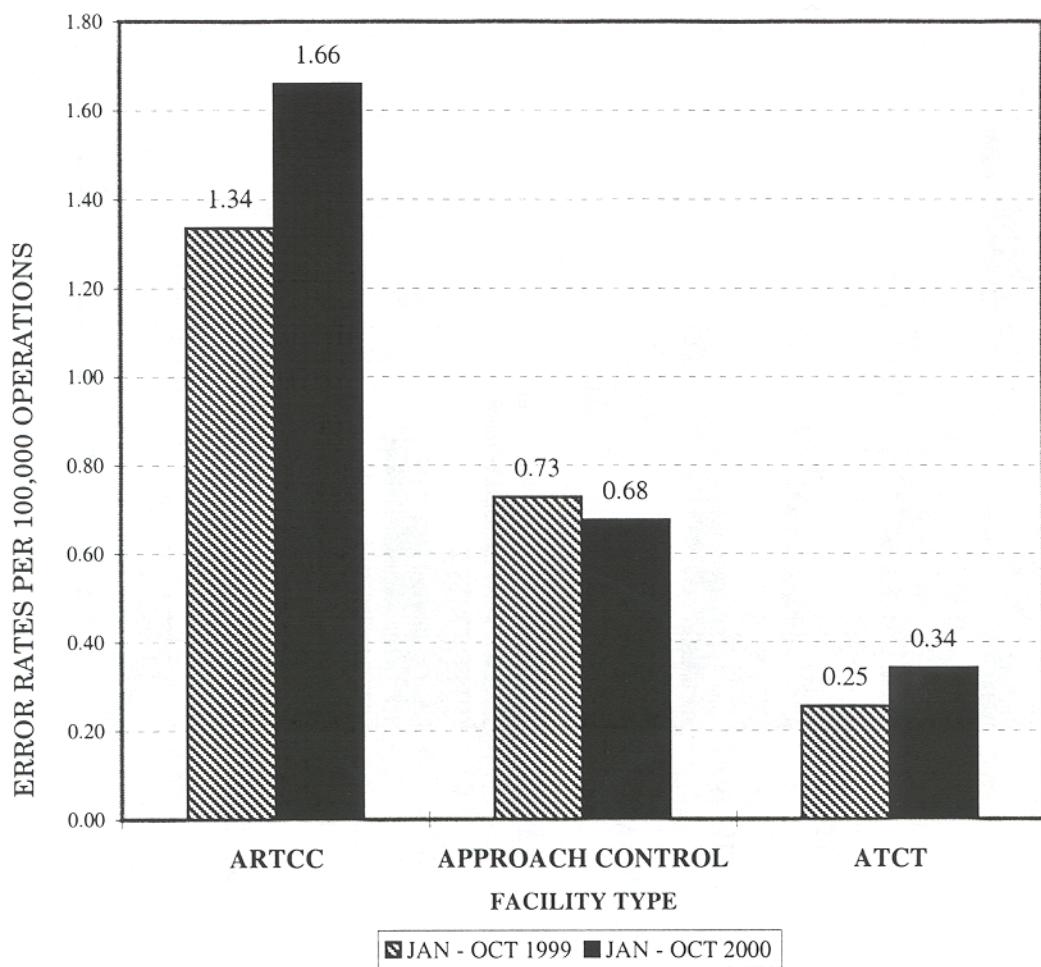
OPERATIONAL ERRORS JANUARY-OCTOBER 1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-OCT 1999				TYPE OF OPERATIONAL ERRORS JAN-OCT 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	19	46	0	65
FEB	24	44	0	68	29	56	0	85
MAR	31	54	1	86	43	59	0	102
APR	28	53	0	81	35	58	0	93
MAY	31	45	0	76	41	74	0	115
JUN	35	39	0	74	41	74	0	115
JUL	29	65	0	94	36	66	1	103
AUG	36	60	1	97	33	56	0	89
SEP	33	44	0	77	36	66	0	102
OCT	36	68	0	104	34	64	0	98
NOV								
DEC								
TOTAL	312	503	2	817	347	619	1	967

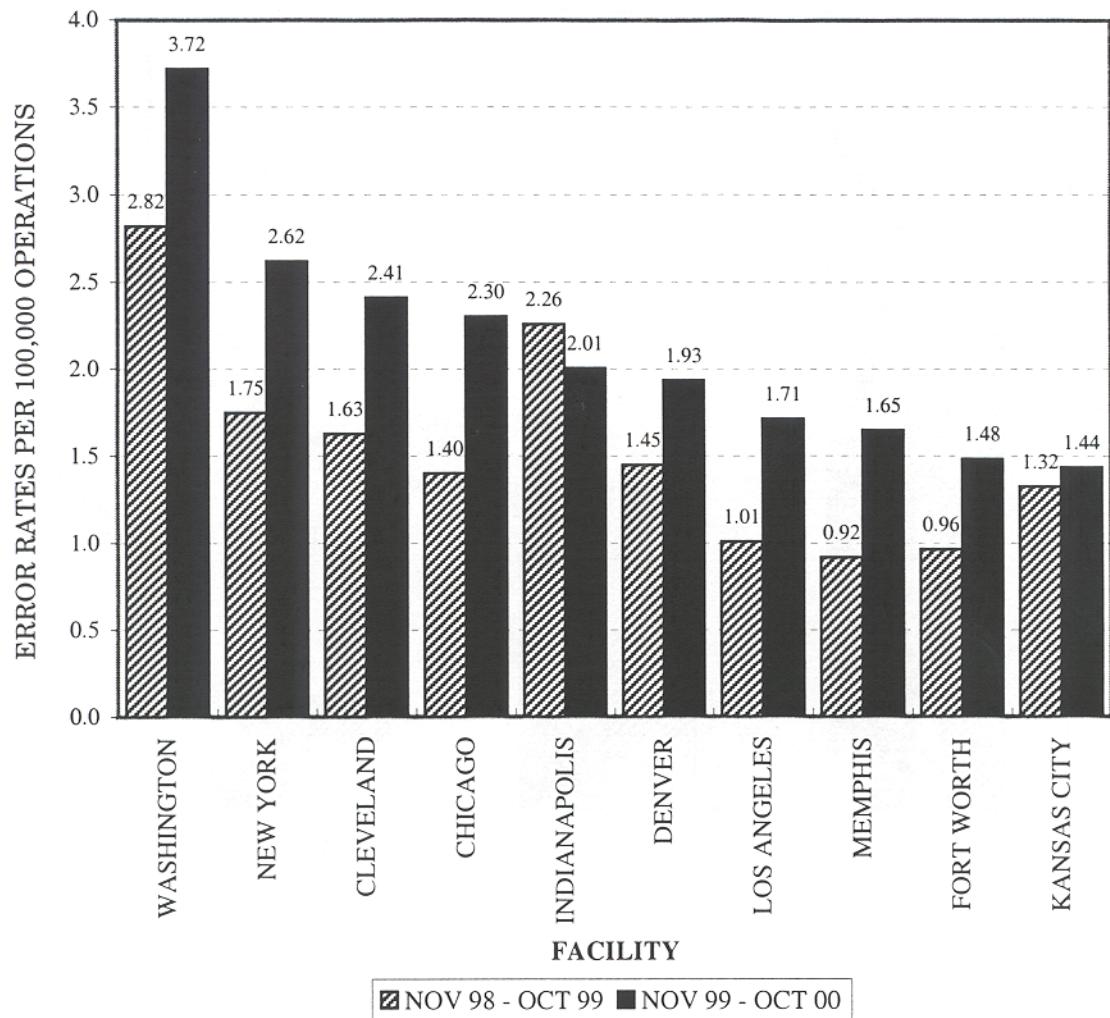
Note: In graphic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES BY FACILITY TYPE 1999 versus 2000



Actual Error Data thru 10/31/2000
Actual Activity Data thru 06/30/2000
Forecast Activity Data 07/01/2000 - 10/31/2000

**OPERATIONAL ERROR RATES
TOP ARTCCs (2000 RANKING)
12 MONTH COMPARISION**

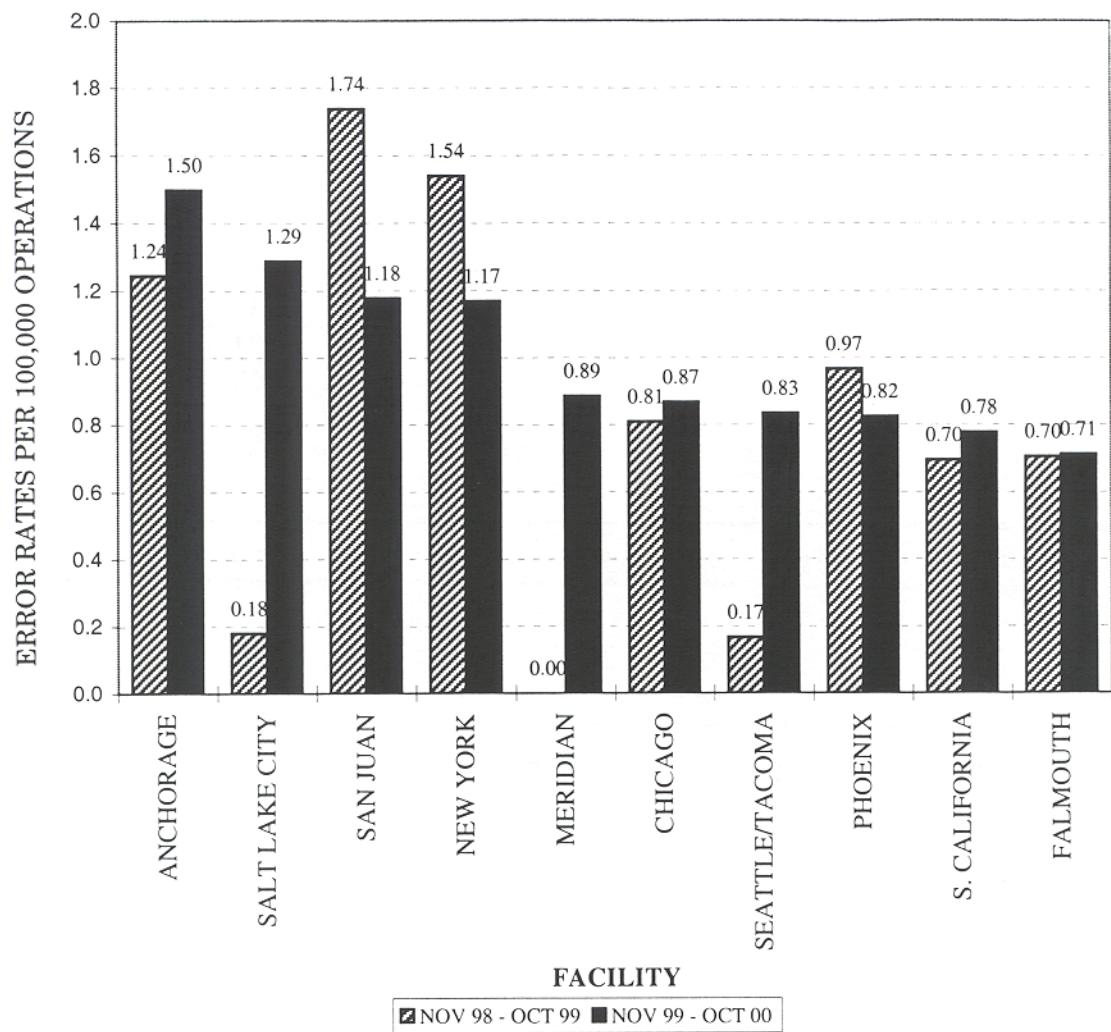


Actual Error Data thru 10/31/2000

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

OPERATIONAL ERROR RATES TOP TRACONs (2000 RANKING) 12 MONTH COMPARISION



Actual Error Data thru 10/31/2000

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

CERAPS are included in TRACONS

**OPERATIONAL ERRORS
BY REGION BY MONTH
1999 - OCTOBER 2000**

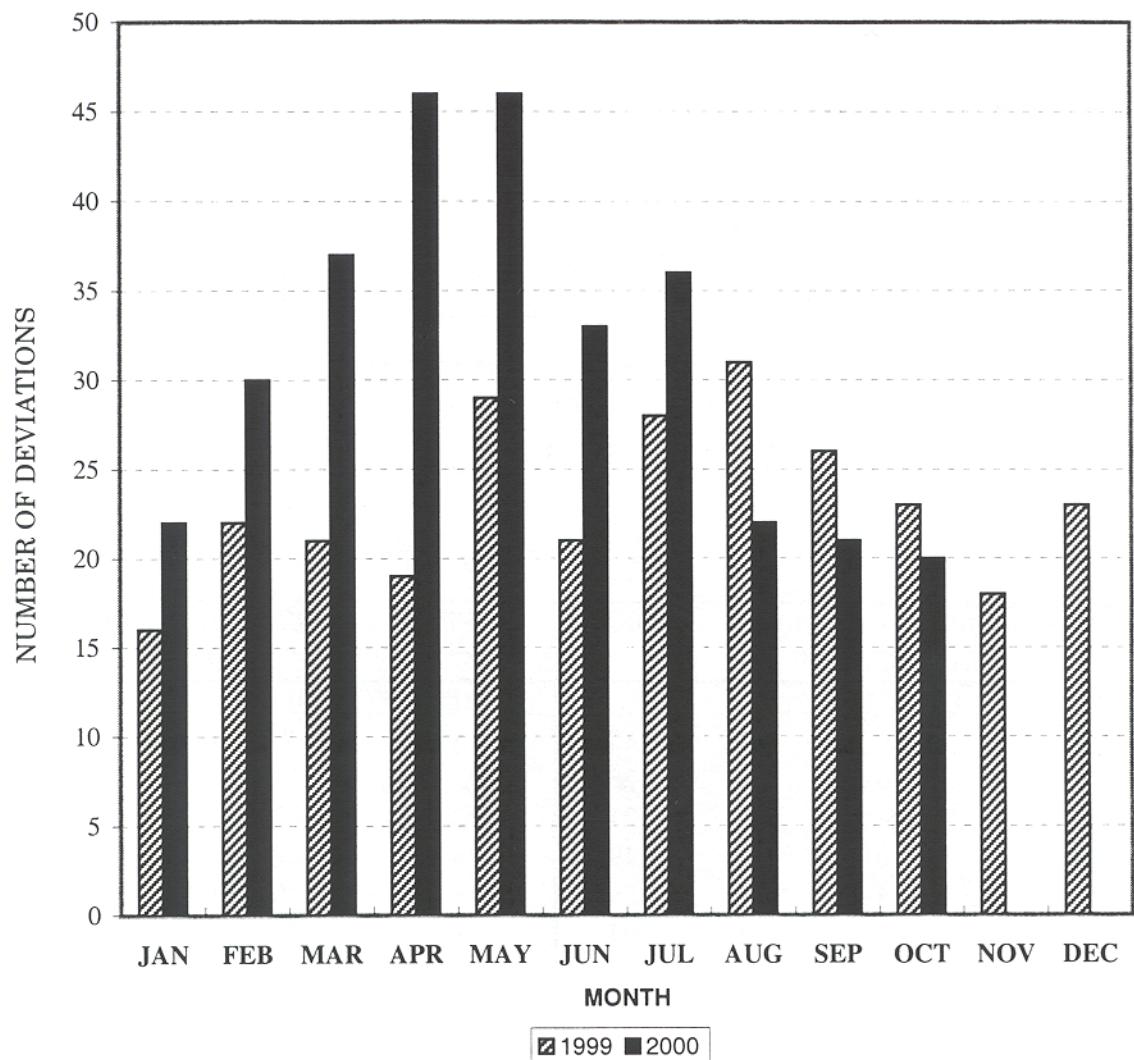
1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	15	3	6	5	14	0	1	13	60
FEB	1	14	3	5	4	19	1	0	21	67
MAR	2	16	5	13	9	19	3	4	15	85
APR	5	15	6	5	8	21	0	0	21	81
MAY	6	16	4	8	11	11	0	2	18	74
JUN	6	17	4	10	9	11	0	3	14	74
JUL	3	21	7	6	10	21	5	5	16	94
AUG	5	31	5	7	5	12	5	3	24	97
SEP	4	22	2	7	9	8	0	2	23	77
OCT	3	21	4	11	10	19	1	6	29	104
NOV	2	14	3	9	6	14	0	2	20	70
DEC	3	18	8	15	8	26	2	3	22	106
TOTAL	43	220	54	102	94	195	17	31	236	992

2000

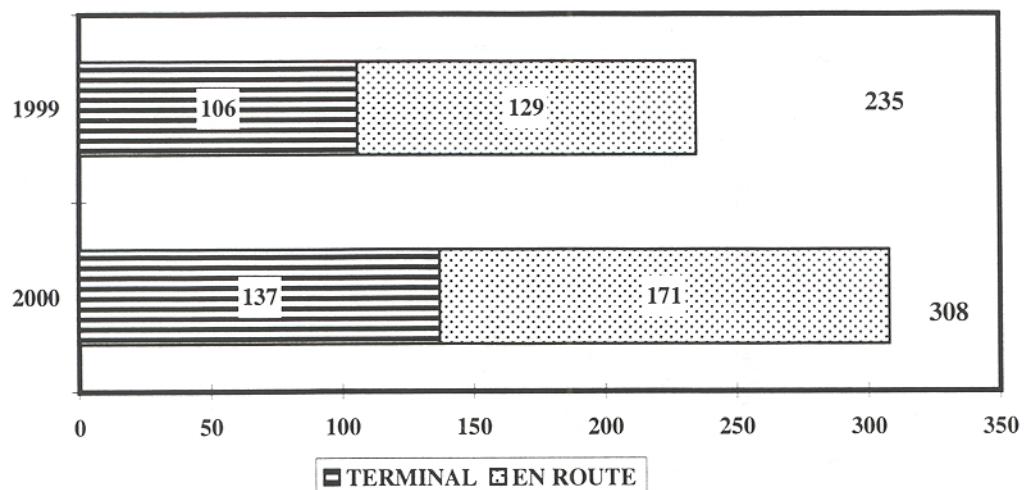
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	4	13	4	7	9	10	0	0	18	65
FEB	6	22	4	7	11	14	0	2	19	85
MAR	2	15	6	14	8	34	1	1	21	102
APR	6	25	4	12	10	21	0	1	14	93
MAY	5	37	8	10	9	13	2	5	26	115
JUN	2	29	5	9	18	17	0	3	32	115
JUL	2	25	8	11	9	13	3	5	27	103
AUG	5	16	11	10	5	14	1	2	25	89
SEP	1	28	13	10	5	18	1	3	23	102
OCT	7	18	9	14	7	14	1	4	24	98
NOV										
DEC										
TOTAL	40	228	72	104	91	168	9	26	229	967

**OPERATIONAL DEVIATIONS
BY MONTH
1999 - OCTOBER 2000**



1999	15	23	21	19	29	21	27	31	26	23	18	23
2000	22	28	37	45	45	33	36	22	20	20	-	-

OPERATIONAL DEVIATIONS JANUARY-OCTOBER 1999 versus 2000



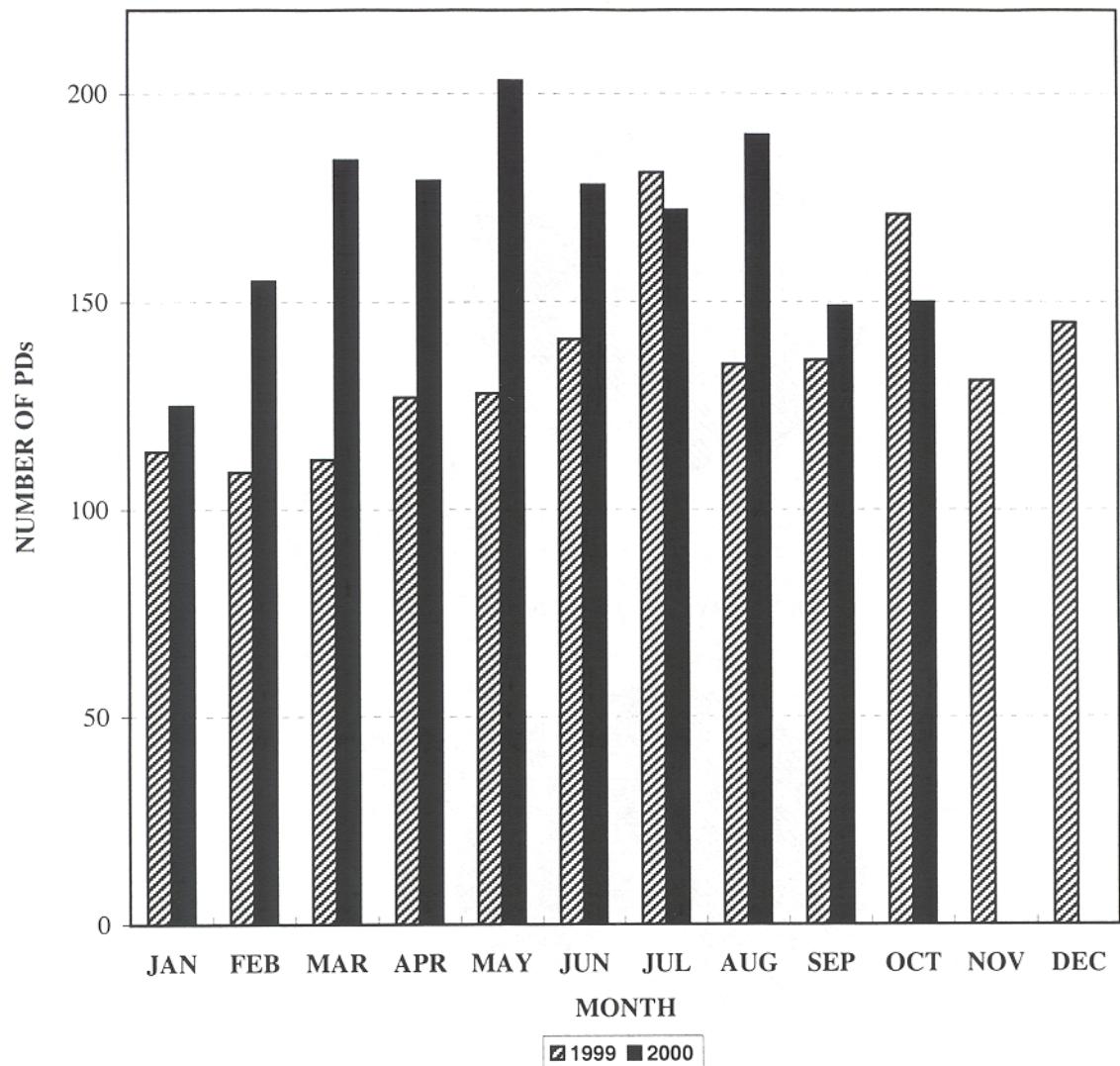
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-OCT 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-OCT 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	7	7	1	15	13	9	0	22
FEB	13	10	0	23	9	19	0	28
MAR	11	8	2	21	12	22	3	37
APR	9	10	0	19	16	29	0	45
MAY	14	15	0	29	19	26	0	45
JUN	9	11	1	21	11	22	0	33
JUL	10	17	0	27	14	20	2	36
AUG	11	20	0	31	11	11	0	22
SEP	5	20	1	26	15	5	0	20
OCT	12	11	0	23	12	8	0	20
NOV								
DEC								
TOTAL	101	129	5	235	132	171	5	308

Note: In graphic overview FSSs are included in Terminals.

PILOT DEVIATIONS*

*While the **Pilot Deviation** data are considered useful in identifying possible trends associated with Pilot Deviation occurrences, there are certain limitations which should be considered when using the data presented in this report. The information in the database reflects a mix of preliminary and final reports. Thus, the data presented are subject to minor changes as all reports become final. Pilot Deviations monthly totals require at least 90 days to stabilize completely due to reporting procedures, volume, and workload; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. **Data are preliminary and subject to change.**

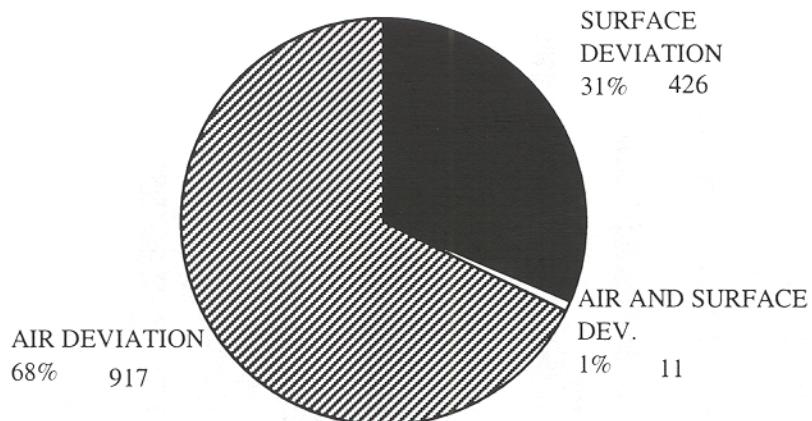
**PILOT DEVIATIONS
BY MONTH
1999 - OCTOBER 2000**



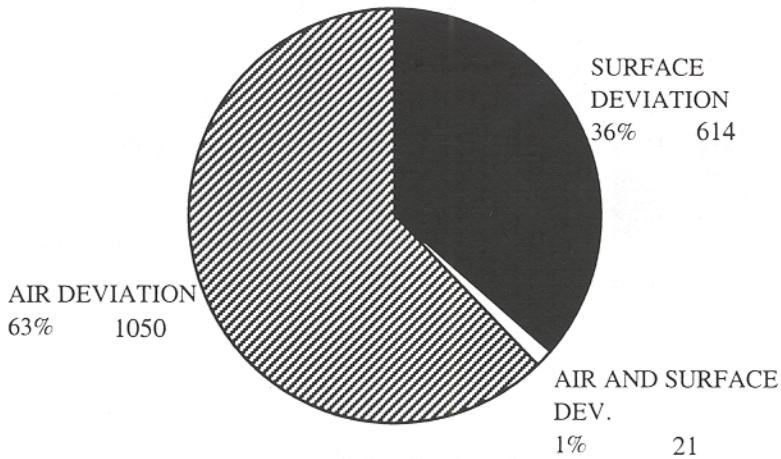
1999	114	109	112	127	128	141	181	135	136	171	131	145
2000	125	155	184	179	203	178	172	190	149	150		

PILOT DEVIATIONS BY DEVIATION TYPE 1999 versus 2000

JANUARY - OCTOBER 1999

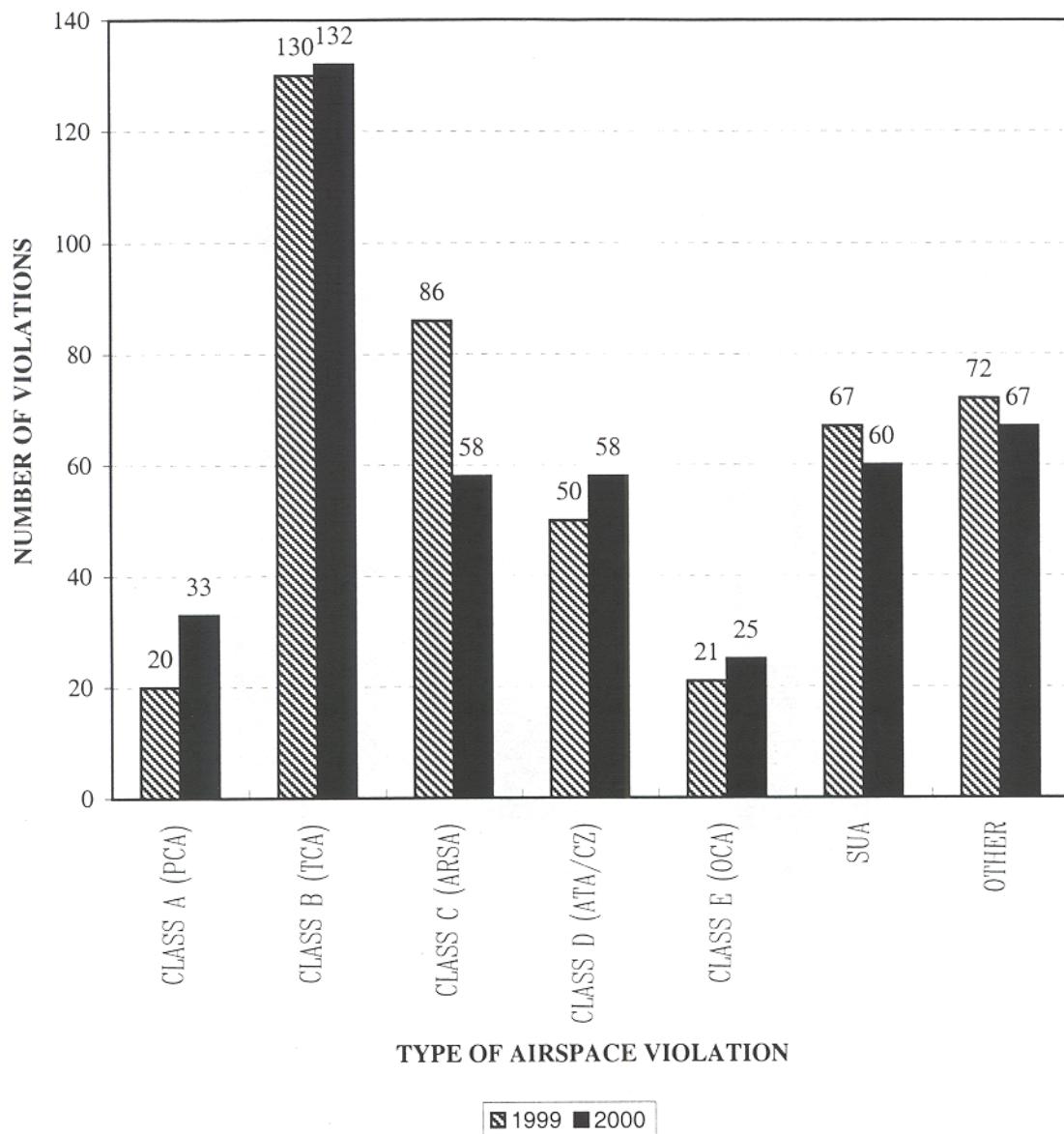


JANUARY - OCTOBER 2000



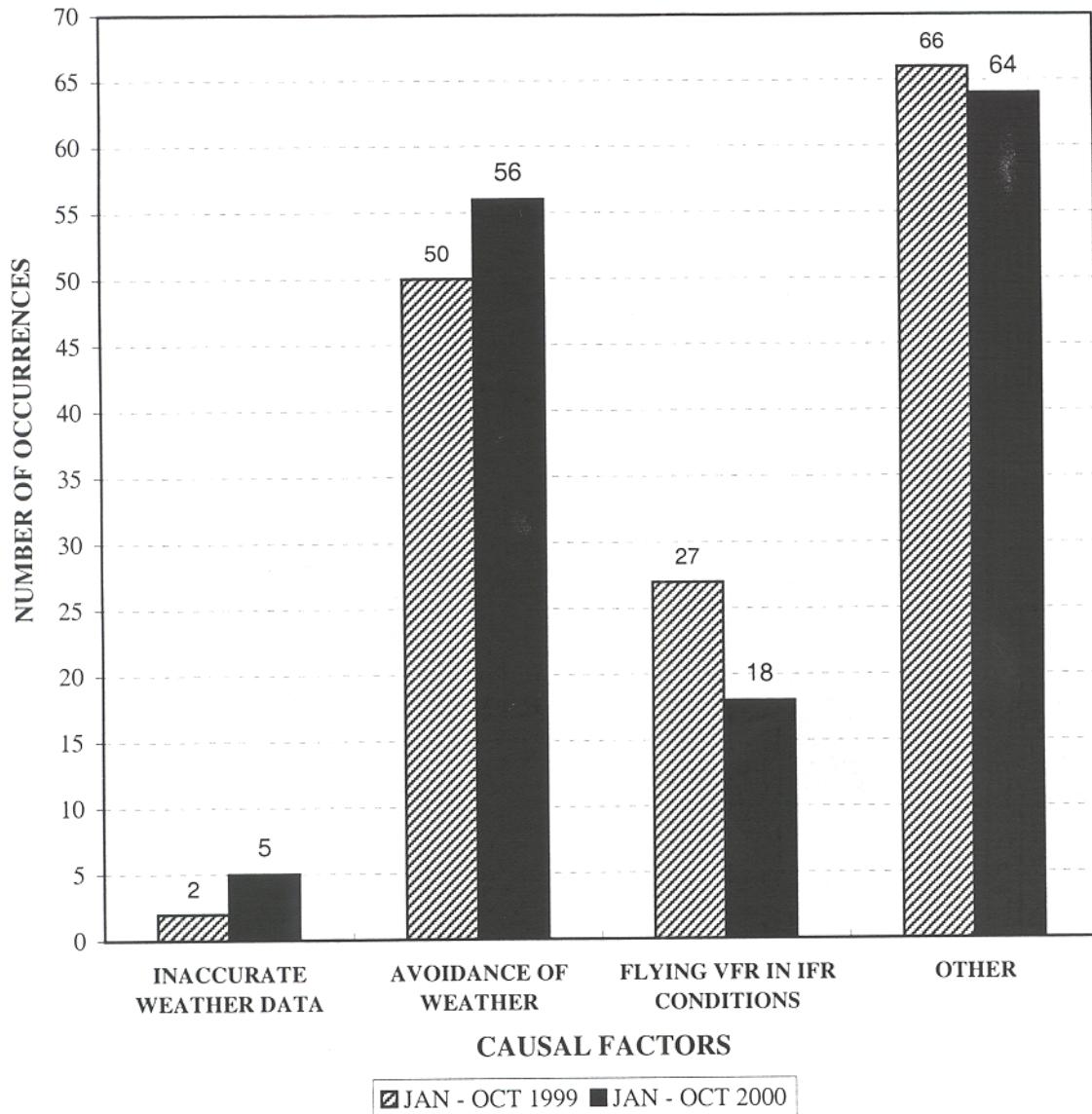
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

**PILOT DEVIATIONS
BY TYPE OF AIRSPACE VIOLATION
JANUARY - OCTOBER
1999 versus 2000**

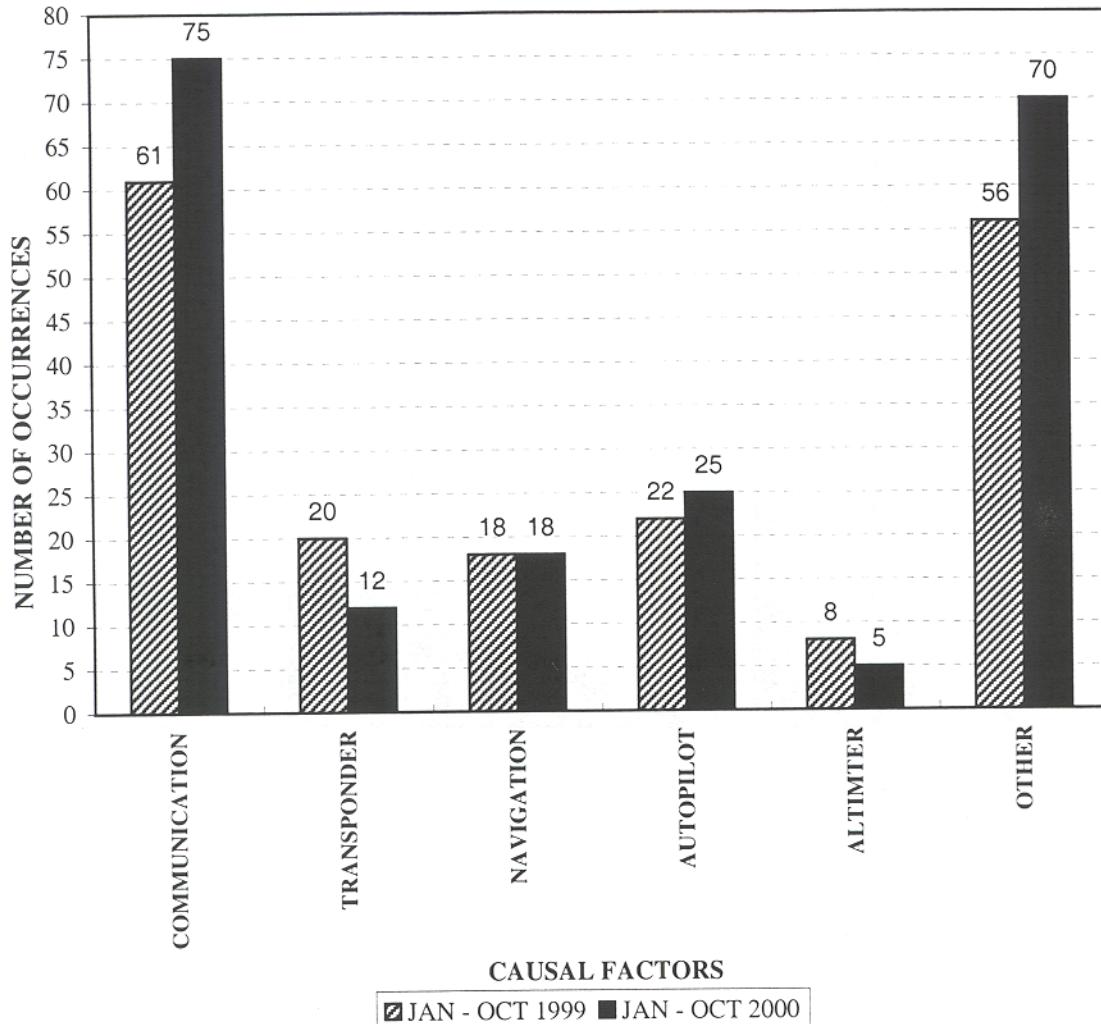


OTHER also includes Unknown.

**PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000**



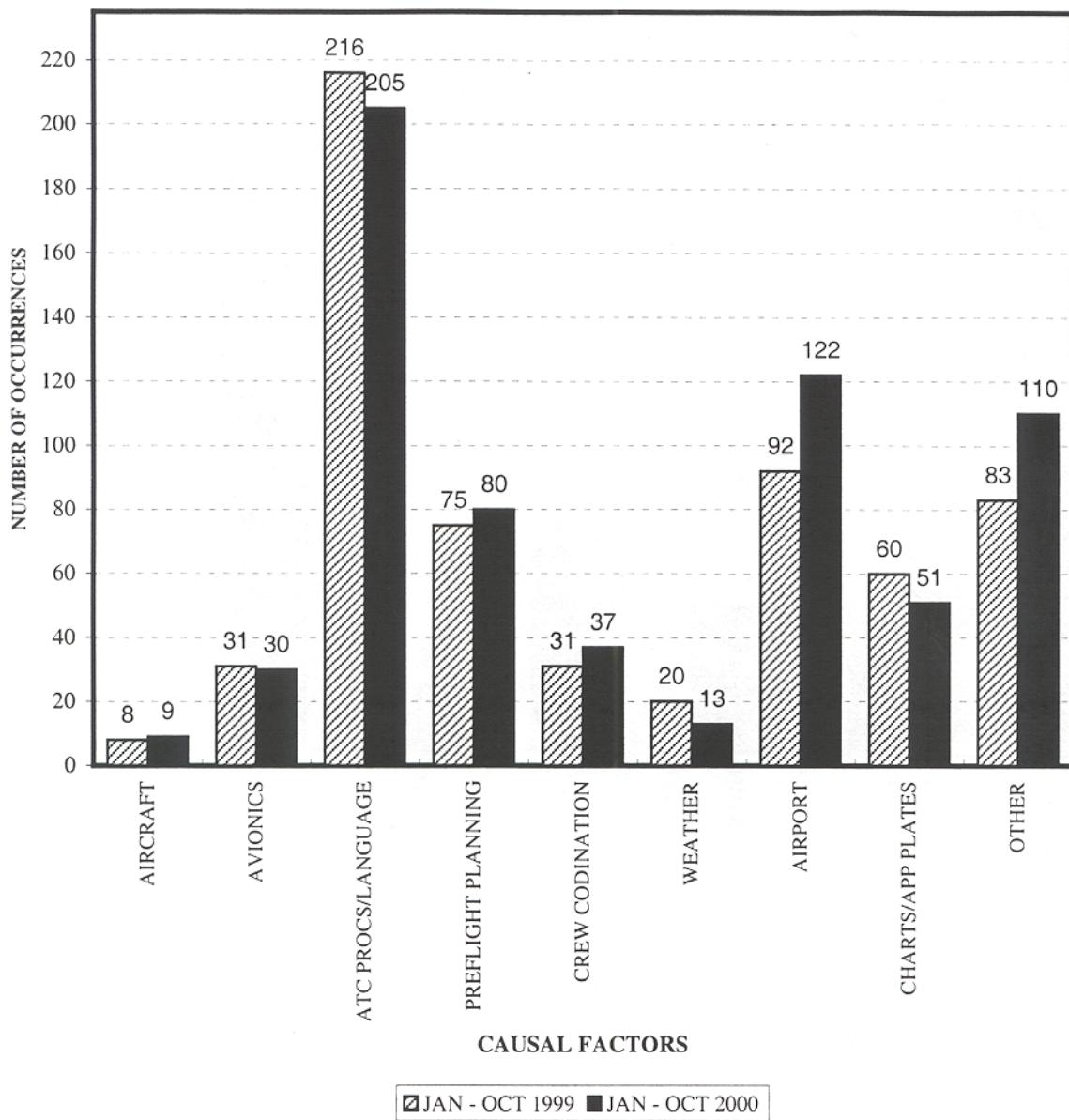
PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000



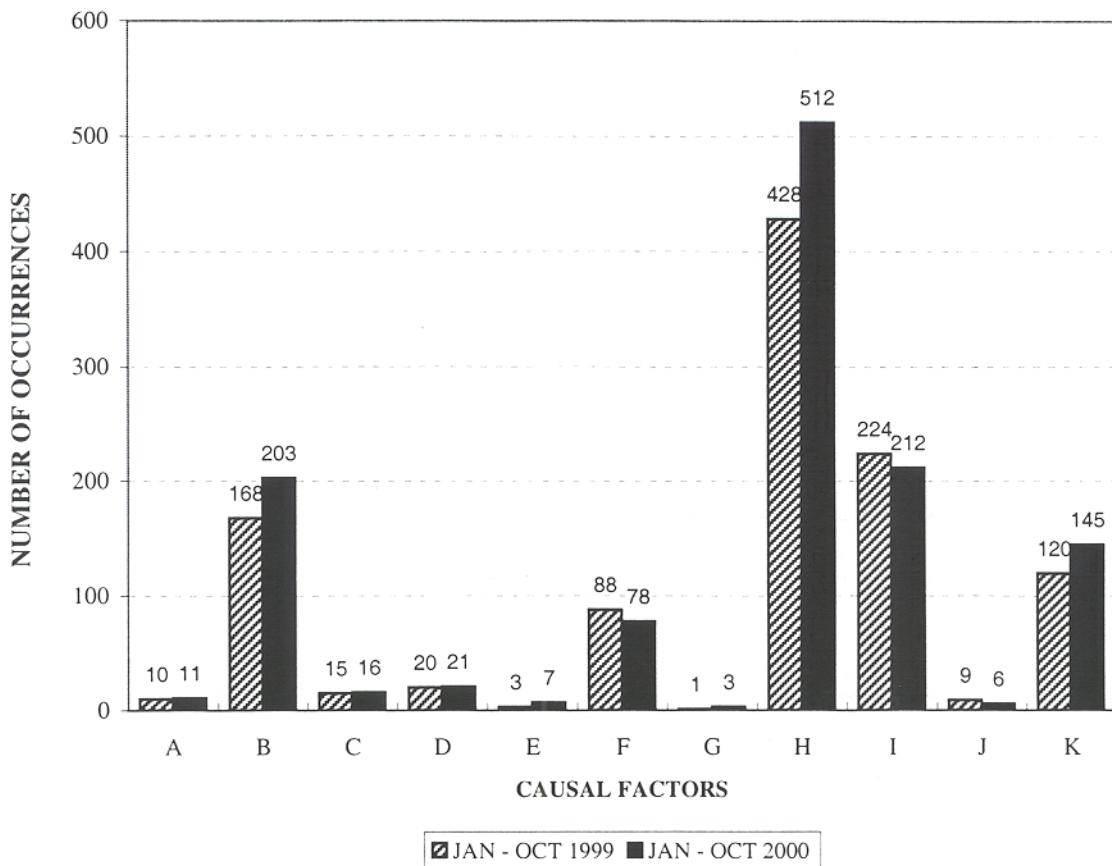
PILOT DEVIATIONS BY CAUSAL FACTORS

PILOT'S KNOWLEDGE/EXPERIENCE

1999 versus 2000



PILOT DEVIATIONS CAUSAL FACTORS OPERATIONAL 1999 versus 2000



- A. Overworked
- B. Distracted
- C. Fatigued
- D. Not Actively Scanning
- E. Unable to Locate Traffic, Even With Traffic Advisory
- F. Disoriented or Lost
- G. Sick
- H. Not Following ATC Instructions
- I. Operating in Class A, B, C, or D Without Required Communication or Authorization
- J. Operating With Transponder Off
- K. Other

**PILOT DEVIATIONS
BY REGION BY MONTH
1999 - OCTOBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	1	3	16	19	1	16	25	12	21	114
FEB	1	11	10	12	1	5	29	18	22	109
MAR	3	3	15	23	2	6	23	11	26	112
APR	5	3	16	18	3	9	41	10	22	127
MAY	2	7	18	20	3	8	23	13	34	128
JUN	2	3	30	24	5	10	23	14	30	141
JUL	1	4	24	33	14	16	40	14	35	181
AUG	3	6	20	28	4	9	25	9	31	135
SEP	1	6	15	20	2	9	35	8	40	136
OCT	1	10	34	21	2	19	24	21	39	171
NOV	2	9	19	21	4	10	31	11	24	131
DEC	1	8	21	12	5	10	33	15	40	145
TOTAL	23	73	238	251	46	127	352	156	364	1630

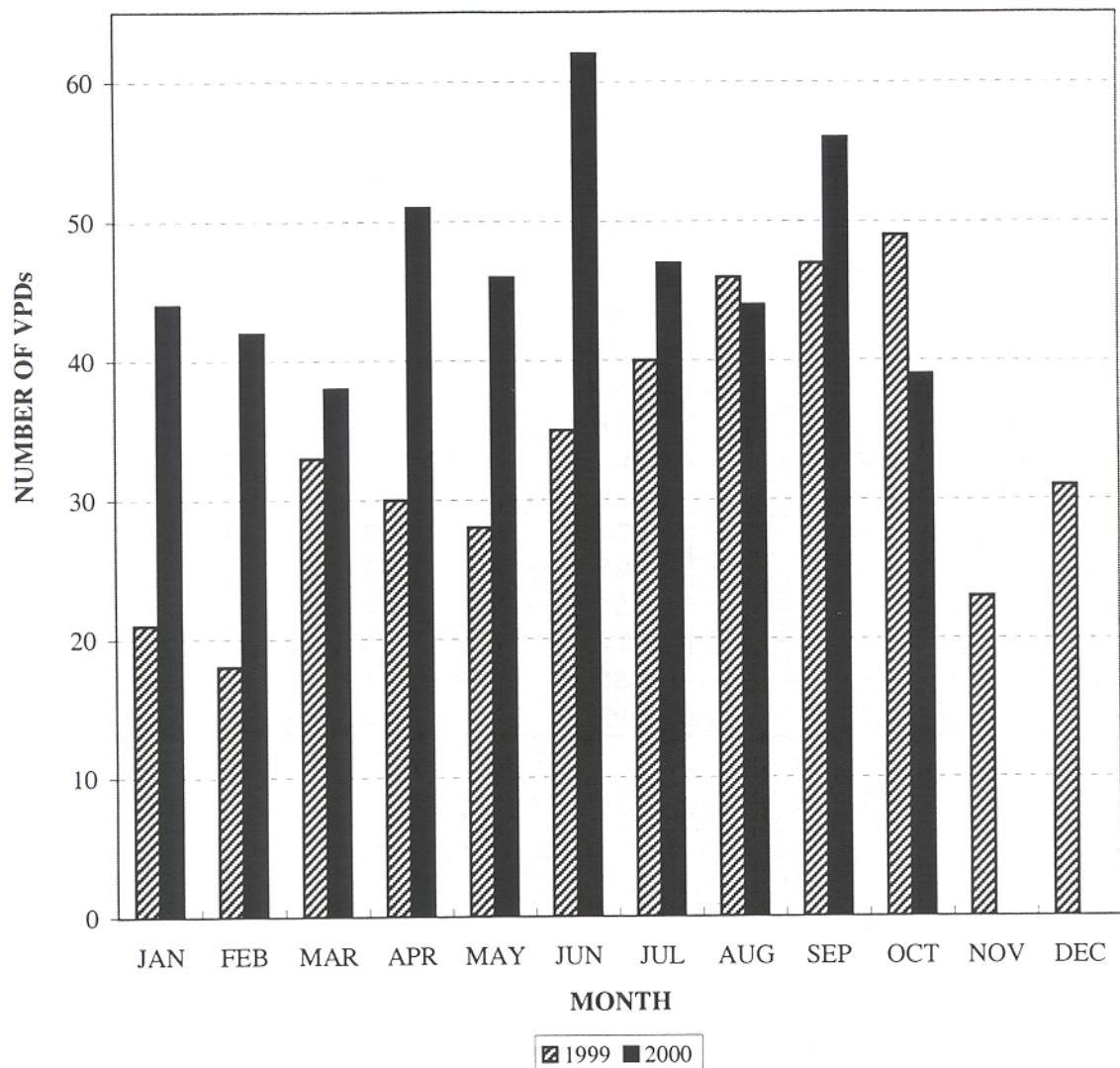
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	17	18	4	3	22	19	35	125
FEB	4	4	25	19	2	4	38	20	39	155
MAR	5	7	28	19	6	15	39	20	45	184
APR	5	10	27	25	4	11	23	21	53	179
MAY	0	11	25	22	7	19	43	23	53	203
JUN	4	13	23	23	9	9	28	17	52	178
JUL	10	9	16	28	5	14	33	18	39	172
AUG	5	14	21	35	5	18	27	30	35	190
SEP	3	7	8	21	5	19	29	19	38	149
OCT	2	7	25	17	5	11	30	17	36	150
NOV										
DEC										
TOTAL	40	87	215	227	52	123	312	204	425	1685

VEHICLE/PEDESTRIAN DEVIATIONS*

***Vehicle/Pedestrian Deviations** may require at least 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

**VEHICLE/PEDESTRIAN DEVIATIONS
BY MONTH
1999 - OCTOBER 2000**



1999	21	18	33	30	28	35	40	46	47	49	23	31
2000	44	42	38	51	46	62	47	44	56	39		

AIRPORTS WITH MOST VEHICLE/PEDESTRIAN DEVIATIONS
12 MONTH COMPARISON (2000 RANKING)

Airport	ID	NOV 98 - OCT 99	NOV 99 - OCT 00
Jeffco Arpt, CO	BJC	17	25
Merrill Field Arpt, AK	MRI	25	23
Ft. Lauderdale Executive Arpt, FL	FXE	13	14
Luis Munoz Marin Intl, PR	SJU	4	13
Camarillo Arpt, CA	CMA	0	13
Centennial Arpt, CO	APA	3	12
Montgomery Field Arpt, CA	MYF	15	11
David Wayne Hooks Memorial Arpt, TX	DWH	5	10
Gillespie Field Arpt, CA	SEE	1	10
Sonoma County Arpt, CA	STS	0	10
Andrews AFB, MD	ADW	12	8
Greater Rockford Arpt, IL	RFD	2	8
Long Beach/Daugherty Field Arpt, CA	LGB	0	7
Ann Arbor Muni Arpt, MI	ARB	7	6
Duluth Intl, MN	DLH	2	6
El Monte Arpt, CA	EMT	2	6
San Francisco Intl, CA	SFO	7	5
Santa Monica Muni Arpt, CA	SMO	5	5
Albert Whitted Arpt, FL	SPG	1	5
Ernest A. Love Field Arpt, AZ	PRC	0	5

**VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - OCTOBER 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	2	3	5	0	0	8	1	2	21
FEB	0	1	2	4	0	0	5	2	4	18
MAR	2	0	2	12	1	7	7	0	2	33
APR	4	2	4	4	0	3	6	1	6	30
MAY	4	1	6	6	1	3	3	1	3	28
JUN	2	0	9	10	1	2	3	5	3	35
JUL	6	3	2	8	4	3	8	4	2	40
AUG	4	5	4	7	0	7	8	3	8	46
SEP	4	1	7	7	2	1	10	5	10	47
OCT	4	0	8	6	0	6	10	2	13	49
NOV	1	0	1	3	0	3	9	1	5	23
DEC	1	3	2	5	2	4	4	3	7	31
TOTAL	32	18	50	77	11	39	81	28	65	401

2000

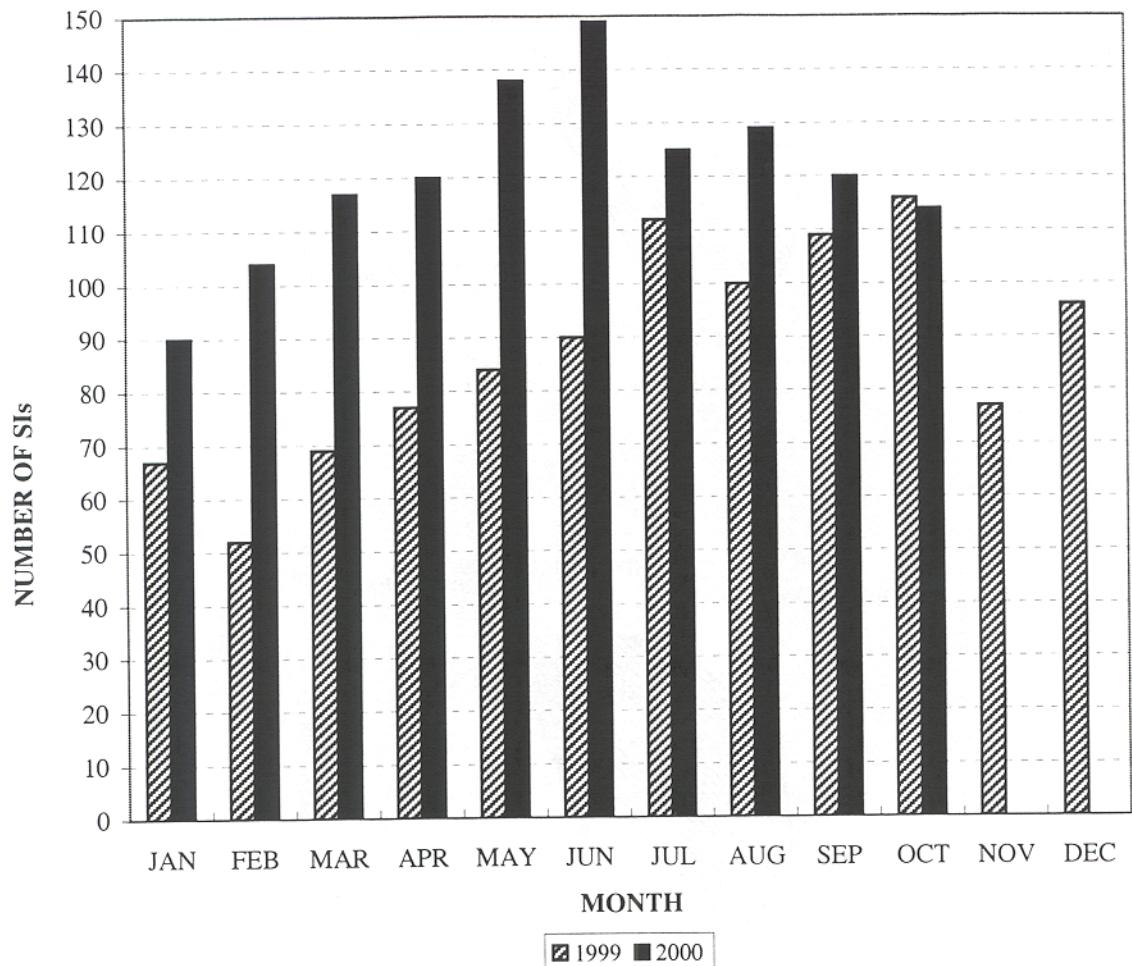
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	7	13	44
FEB	2	0	1	7	2	6	12	4	8	42
MAR	3	0	4	4	0	3	9	5	10	38
APR	2	1	2	6	1	5	8	8	18	51
MAY	4	0	5	6	1	5	9	4	12	46
JUN	5	1	7	10	2	7	9	2	19	62
JUL	7	3	3	6	2	8	5	4	9	47
AUG	4	1	5	6	3	9	4	2	10	44
SEP	3	0	3	9	3	7	11	5	15	56
OCT	4	3	6	4	0	4	6	0	12	39
NOV										
DEC										
TOTAL	37	11	41	64	14	56	79	41	126	469

SURFACE INCIDENTS*

***Surface Incidents** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.

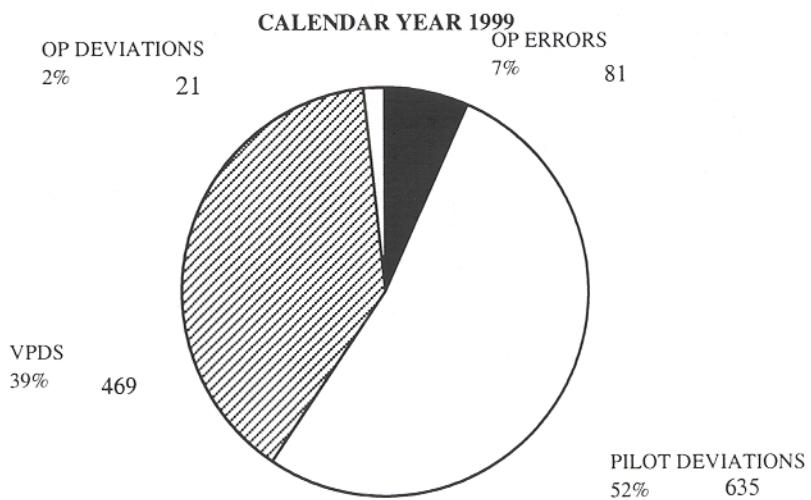
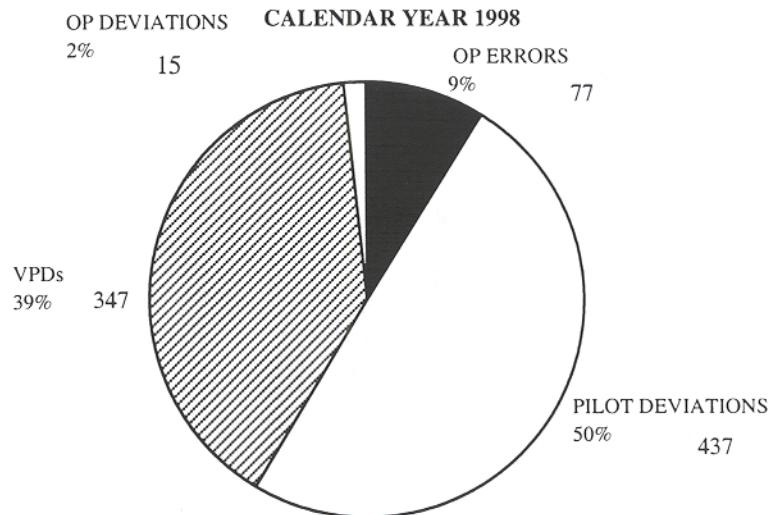
Data are preliminary and subject to change.

**SURFACE INCIDENTS
BY MONTH
1999 - OCTOBER 2000**



1999	67	52	69	77	84	90	112	100	109	116	77	96
2000	90	104	117	120	138	149	125	129	120	114	77	96

SURFACE INCIDENTS BY TYPE



Multiple Deviations can originate from a surface incidents. Consequently, duplicate counts may exist
VPDs: Vehicle/Pedestrian Deviations

**SURFACE INCIDENTS
TOP AIRPORT (2000 RANKING)
12 MONTH COMPARISON**

AIRPORT	NOV 98 - OCT 99	NOV 99 - OCT 00
North Las Vegas Arpt, NV	5	38
Jeffco Arpt, CO	18	34
Los Angeles Intl, CA	13	28
John Wayne-Orange County Arpt, CA	13	27
Ft. Lauderdale Executive Arpt, FL	19	26
Long Beach/Daugherty Field Arpt, CA	16	26
Merrill Field Arpt, AK	27	25
Montgomery Field Arpt, CA	29	24
Reno/Tahoe Intl, NV	30	23
Luis Munoz Marin Intl, PR	9	22
David Wayne Hooks Memorial Arpt, TX	6	19
Phoenix Sky Harbor Intl, AZ	14	18
San Jose Intl, CA	13	16
Camarillo Arpt, CA	0	16
Lambert-St. Louis Intl, MO	13	15
Centennial Arpt, CO	9	15
Santa Barbara Muni Arpt, CA	5	15
San Francisco Intl, CA	16	14
Theodore Francis Green State Arpt, RI	7	13
Greater Rochester Intl, NY	5	13
Anchorage Intl, AK	1	13
Gillespie Field Arpt, CA	1	13
Raleigh-Durham Intl, NC	5	12
Spirit Of St. Louis Arpt, MO	2	12
Chicago Midway Arpt, IL	7	11
Newark Intl, NJ	6	11
Kahului Arpt, HI	0	11
Sonoma County Arpt, CA	0	11

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON
NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000

Caution: A surface incident may have multiple causal factors and result in multiple deviations*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 9999 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Abilene Regional Apt., TX	0	0	0	0	1	1	1	1	2	2	2.344
Adams Field Apt., AR	0	0	1	0	2	2	0	0	3	2	1.668
Addison Apt., TX	0	0	0	0	3	2	2	3	5	5	2.924
Akron-Canton Regional Apt., OH	0	1	0	0	1	1	0	1	1	3	0.802
Albany Intl., NY	0	0	0	0	2	2	1	0	3	2	2.461
Albert Whited Apt., FL	0	0	0	0	0	2	1	0	3	2	1.329
Albuquerque Intl., NM	0	0	0	1	2	3	1	5	1	7	1.094
Alexandria Intl. Apt., LA	0	0	0	0	0	1	0	0	3	4	1.731
Allegheny County Apt., PA	0	0	0	0	0	2	8	4	8	6	6.482
Allen AAF, AK	0	0	0	0	1	0	0	0	1	0	N/A
Altus AFB, OK	0	0	0	0	0	2	0	0	0	2	N/A
Amarillo Intl., TX	0	0	0	0	0	1	0	0	0	1	0.000
Anchorage Intl., AK	0	1	0	0	1	9	0	3	1	13	0.325
Andrews AFB, MD	0	1	1	0	1	1	12	8	14	10	13.707
Ann Arbor Muni Apt., MI	0	0	0	0	1	2	7	6	8	8	6.042
Anoka County-Blaine Apt (Janes Field), MN	0	0	0	0	0	0	6	2	6	2	4.020
Asheville Regional Apt., NC	0	0	0	0	0	2	0	0	0	0	0.000
Aspen-Pitkin County/Sardy Field Apt., CO	0	0	0	0	1	0	0	0	1	0	2.204
Atlanta Center, GA	0	0	0	0	0	0	0	1	0	0	N/A
Augusta Regn at Bush Field Apt., GA	0	0	0	0	0	1	0	1	0	0	0.000
Aurora Muni Apt., IL	0	0	0	0	0	1	2	1	2	2	1.673
Austin Straubel Intl., WI	0	0	0	2	1	1	0	0	1	3	1.337
Austin-Bergstrom Intl Apt., TX	0	0	0	1	0	0	0	0	1	0	0.538
Baltimore-Washington Intl., MD	0	0	1	1	2	4	1	0	4	5	1.316
Bangor Intl., ME	0	0	0	0	0	0	1	1	1	1	0.991
Barkley Regional Apt., KY	0	0	0	0	1	0	1	1	2	1	6.988
Barnstable Muni-Boardman/Polando Field Apt., MA	0	0	0	0	0	0	0	0	0	0	0.000
Baton Rouge Metro, Ryan Field Apt., LA	0	0	0	0	0	0	2	1	2	1	1.343
Benedum Apt., WV	0	0	0	0	0	0	-1	0	0	0	0.000
Bethel Apt., AK	0	0	0	0	0	2	0	4	0	6	4.131
Billings Logan Intl., MT	0	0	0	0	0	0	1	0	0	1	0.000
Binghamton Regional/Edwin A. Link Field Apt., NY	0	0	0	0	0	0	0	1	0	0	2.485

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000

Caution: A surface incident may have multiple causal factors and result in multiple deviations*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Birmingham Apt, AL	0	0	0	0	2	0	6	3	8	3	5.127
Bishop Intl, MI	0	0	0	0	0	0	1	1	1	1	0.681
Blue Grass Apt, KY	0	0	1	0	0	0	0	0	1	0	0.972
Boeing Field/King County Intl, WA	0	0	0	2	2	1	1	1	3	4	0.932
Boise Air Terminal/Gowen Field Apt, ID	0	0	1	0	4	5	0	0	5	5	2.792
Boston TRACON, MA	0	0	0	0	0	2	0	0	0	0	N/A
Bowman Field Apt, KY	0	0	0	1	1	0	2	2	2	3	1.954
Brackett Field Apt, CA	0	0	0	0	3	3	0	4	3	7	1.213
Bradley Intl, CT	0	0	0	0	0	2	0	1	0	3	0.000
Brown Field Muni Apt, CA	0	0	0	0	1	0	0	0	1	1	1.682
Brown Field Muni Apt, CA	0	0	0	0	0	1	0	0	0	1	0.000
Brunswick NAS, ME	0	0	0	0	1	0	0	0	0	1	N/A
Buchanan Field Apt, CA	0	0	0	0	5	7	0	3	5	10	2.207
Buffalo Niagara Intl, NY	0	0	0	2	1	0	4	0	5	5	1.303
Burbank-Glendale-Pasadena Apt, CA	0	0	1	2	1	0	1	0	3	2	1.689
Burlington Intl, VT	0	1	0	0	0	0	0	1	0	2	0.000
Camarillo Apt, CA	0	0	0	0	0	3	0	13	0	16	8.579
Capital Apt, IL	0	0	0	0	2	3	0	0	3	4	3.317
Cecil Field NAS, FL	0	0	0	0	0	0	0	1	0	1	N/A
Centennial Apt, CO	0	0	2	0	4	3	3	12	9	15	2.072
Central Illinois Reg'l Apt, IL	0	0	1	0	4	0	0	0	5	0	7.559
Central Nebraska Regional Apt, NE	0	0	0	0	0	1	0	0	0	1	0.000
Chandler Muni, AZ	0	0	0	0	0	3	0	3	0	6	3.612
Charleston AFB/Intl, SC	0	0	2	0	3	1	3	2	8	3	6.124
Charlotte/Douglas Intl, NC	0	0	1	1	6	3	0	1	7	5	1.573
Cherry Capital Apt, MI	0	0	0	0	1	0	0	0	1	0	0.779
Chicago Midway Apt, IL	1	1	2	2	6	2	2	2	7	11	2.375
Chicago Ohare Intl, IL	0	0	0	2	3	4	3	3	6	9	0.668
Chico Muni Apt, CA	0	0	1	1	3	2	2	3	6	6	3.259
Chino Apt, CA	0	0	0	0	1	0	0	0	1	0	0.824
Cincinnati Muni/Lunken Field Apt, OH	0	0	1	0	3	0	2	1	6	6	0.213
Cincinnati/Northern Kentucky Intl, OH	0	0	1	0	1	0	0	0	1	3	1.317
City of Colorado Springs Muni Apt, CO	0	0	0	0	1	0	3	2	3	3	0.869

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON
NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000

Caution: A surface incident may have multiple causal factors and result in multiple deviations*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Cleveland Center, OH	0	0	0	1	0	0	0	0	0	1	N/A
Cleveland-Hopkins Intl, OH	0	0	0	0	8	4	2	0	10	4	3.150
Columbia Metro Arpt, SC	0	0	0	0	0	1	0	0	0	1	0.813
Columbia Regional Arpt, MO	0	0	1	0	0	0	1	0	0	1	0.000
Columbus Metro Arpt, GA	0	0	0	0	0	0	2	1	0	2	4.698
Craig Muni Arpt, FL	0	0	0	0	0	2	1	0	0	2	0.000
Crystal Arpt, MN	0	0	0	1	0	4	3	4	8	7	4.259
Cyril E. King Arpt, VI	0	0	1	0	1	0	3	1	5	1	4.879
Dallas Love Field Arpt, TX	0	1	0	0	3	1	0	4	3	6	1.226
Dallas-Ft. Worth Intl, TX	0	0	3	2	5	5	0	1	8	8	0.921
Danbury Muni Arpt, CT	0	0	0	0	2	1	0	0	2	1	1.622
Dane County Regional-Truax Field Arpt, WI	0	0	0	0	0	0	2	0	0	3	0.000
David Wayne Hooks Memorial Arpt, TX	0	0	0	0	1	9	5	10	6	19	2.189
Daytona Beach Intl Arpt, FL	0	0	1	0	0	6	6	0	0	7	6
Deadhorse Arpt, AK	0	1	0	0	0	0	0	0	0	1	N/A
Decatur Arpt, IL	0	0	0	0	0	0	0	0	0	1	N/A
DeKalb-Peachtree Arpt, GA	0	0	0	1	2	0	0	2	3	4	5
Denver Center, CO	0	0	0	0	0	0	0	0	0	1	0.201
Denver Intl, CO	0	0	0	1	1	1	0	3	1	5	0.958
Des Moines Intl, IA	0	0	0	0	1	1	1	0	0	1	0.000
Detroit Metro Wayne County Arpt, MI	0	0	0	0	0	0	0	0	0	1	N/A
Dobbins ARB, GA	0	0	0	0	1	2	2	6	3	8	4.942
Duluth Intl, MN	0	0	0	0	4	2	1	0	5	3	3.682
Dupage Arpt, IL	0	0	0	0	1	1	1	0	2	2	0.357
Dutchess County Arpt, NY	0	0	0	0	0	0	0	0	0	1	N/A
Eagle County Regional Arpt, CO	0	0	0	0	0	0	3	0	0	3	N/A
Eglin AFB, FL	0	0	0	0	0	0	2	2	6	2	2.424
El Monte Arpt, CA	0	0	0	0	0	0	0	1	3	1	0.753
El Paso Intl, TX	0	0	0	0	3	1	0	0	3	1	2.056
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	1	1	1	1	1.355
Eppley Airfield Arpt, NE	0	0	0	1	2	1	1	1	3	1.615	1.551
Eric Intl, PA	0	0	0	0	0	0	0	2	0	2	0.000

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000

Caution: A surface incident may have multiple causal factors and result in multiple deviations*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Ernest A. Love Field Arpt, AZ	0	0	0	0	1	1	0	5	1	6	0.284 1.774
Essex County Arpt, NJ	0	0	0	1	1	0	1	0	2	1	0.855 0.475
Evansville Regional Arpt, IN	0	0	0	0	0	4	0	2	0	6	0.000 6.719
Fairbanks Intl, AK	0	0	0	0	1	5	2	4	3	9	2.237 6.768
Falcon Field Arpt, AZ	0	0	0	0	2	2	3	4	5	6	1.932 2.391
Fanning Field Arpt, ID	0	0	0	0	0	1	1	1	1	2	1.901 4.383
Fayetteville Regional/Grannis Field Arpt, NC	0	0	0	0	0	1	0	0	0	1	0.000 1.694
Feltz Field Arpt, WA	0	0	0	0	1	1	0	0	1	1	1.355 1.333
Flying Cloud Arpt, MN	0	0	1	0	6	2	4	0	11	2	5.794 0.913
Fort Wayne Intl, IN	0	0	1	0	0	1	0	2	1	3	0.845 2.535
Fort Worth Meacham Arpt, TX	0	0	0	0	0	1	3	2	3	3	0.900 1.021
Fort Worth Alliance Arpt, TX	0	0	0	0	2	0	0	0	2	0	0.929 0.000
Four Corners Regional Arpt, NM	0	0	1	0	1	0	0	0	2	0	1.858 0.000
Fresno Yosemite Intl Arpt, CA	0	0	0	1	3	5	0	2	3	8	1.270 3.335
Ft. Lauderdale Executive Arpt, FL	0	0	0	1	6	11	13	14	19	26	7.786 9.872
Ft. Lauderdale/Hollywood Intl, FL	0	0	1	1	2	2	0	0	3	3	1.065 1.096
Fullerton Muni Arpt, CA	0	0	0	0	2	0	2	1	4	1	4.361 0.919
Fulton County Arpt-Brown Field Arpt, GA	0	0	0	0	2	0	1	3	3	3	2.640 2.446
General Edward Lawrence Logan Intl, MA	0	0	2	2	1	7	2	1	5	10	0.991 1.961
General Mitchell Intl, WI	0	0	2	1	5	2	4	2	11	5	5.007 2.202
George Bush Intercontinental Arpt, TX	0	0	0	0	0	0	0	2	0	2	0.000 0.443
Gillespie Field Arpt, CA	0	0	0	0	0	3	1	10	1	13	0.469 6.764
Grand Forks Intl, ND	0	-1	0	0	0	5	0	2	0	8	0.000 3.288
Grant County Arpt, WA	0	0	1	0	0	0	1	3	2	3	1.584 2.211
Greater Peoria Regional Arpt, IL	0	0	0	1	0	0	0	0	0	1	0.000 1.158
Greater Pittsburgh Intl, PA	0	0	0	1	0	1	4	0	2	4	0.456 0.894
Greater Rochester Intl, NY	0	0	1	2	2	9	2	2	5	13	2.669 6.991
Greater Rockford Arpt, IL	0	0	0	1	3	1	2	8	5	10	4.481 9.439
Greenville Downtown Arpt, SC	0	0	0	0	0	1	0	0	0	1	0.000 1.147
Gregg County Arpt, TX	0	0	0	0	4	2	0	1	4	3	4.223 3.423
Groton-New London Arpt, CT	0	0	0	0	0	1	1	2	1	3	1.252 4.014
Gulfport-Biloxi Regional Arpt, MS	0	0	0	0	1	0	1	1	2	2	0.845 1.642

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Gwinnett County ~ Briscoe Field, GA	0	0	0	0	1	0	0	0	1	0	0.882
Hagerstown Rgnl-Richard A Henson Field Arpt, MD	0	0	0	0	1	2	0	1	1	3	1.688
Hartford-Brainard Arpt, CT	0	0	0	0	0	0	1	0	1	0	0.785
Hawkins Field Arpt, MS	0	0	0	0	0	0	1	0	1	0	2.037
Hayward Executive Arpt, CA	0	0	0	0	0	0	5	0	1	6	0.000
Hector Intl, ND	0	0	1	0	3	0	7	1	11	1	12.107
Hill AFB, UT	0	0	0	0	0	0	1	0	0	0	N/A
Honolulu Intl, HI	0	0	0	1	3	0	0	0	3	1	0.868
Huntsville Intl/Carl T. Jones Field Arpt, AL	0	0	0	0	3	0	5	1	8	1	7.818
Huron Regional Arpt, SD	0	0	0	0	0	0	0	1	0	1	N/A
Hutchinson Muni Arpt, KS	0	0	0	0	0	0	0	1	0	1	0.000
Igor I. Sikorsky Memorial Arpt, CT	0	0	0	0	1	4	0	0	1	4	1.042
Indianapolis Intl, IN	0	0	0	1	3	0	2	2	5	3	1.991
Jack Northrop Fld-Hawthorne Muni Arpt, CA	0	0	0	0	1	1	3	4	4	5	4.584
Jackson County-Reynolds Field Arpt, MI	0	0	1	0	0	0	1	0	2	0	2.862
Jackson Intl, MS	0	0	0	0	0	0	1	1	2	1	0.905
Jacksonville Intl, FL	0	0	0	0	1	1	0	3	1	4	0.620
James M. Cox Dayton Intl, OH	0	0	1	0	1	2	1	2	3	4	1.977
Jeffco Arpt, CO	0	0	0	0	1	9	17	25	18	34	10.846
Joe Foss Field Arpt, SD	0	1	0	0	0	0	0	2	0	3	0.000
John F. Kennedy Intl, NY	0	0	2	0	3	1	2	2	7	3	1.971
John Wayne-Orange County Arpt, CA	0	0	0	2	10	25	3	0	13	27	2.814
Joplin Regional Arpt, MO	0	0	0	0	1	0	0	0	1	0	2.504
Joslin Field-Magic Valley Rgnl Arpt, ID	0	0	0	0	0	1	0	0	0	1	0.000
Juneau Intl, AK	0	0	0	0	0	0	9	0	2	0	0.000
Kahului Arpt, HI	0	0	0	0	0	0	1	0	0	1	0.000
Kalamazoo/Battle Creek Intl, MI	0	0	0	0	0	0	1	0	0	1	0.970
Kaltag Arpt, AK	0	0	0	0	0	0	1	0	1	0	N/A
Kansas City Center, MO	0	0	0	0	1	0	0	0	1	0	N/A
Kansas City Downtown Arpt, MO	0	0	0	0	0	5	1	2	1	7	0.687
Kansas City Intl, MO	0	0	0	0	1	0	1	3	2	3	0.906
Kenai Muni Arpt, AK	0	0	1	0	1	0	0	0	2	1	1.379
											1.392

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Kenosha Rgnl Airport, WI	0	0	0	0	0	1	0	0	0	1	0.000 1.001
Kent County Intl, MI	0	0	0	1	0	0	0	0	0	1	0.000 0.688
King Salmon Arpt, AK	0	0	0	0	0	1	0	0	0	1	0.000 3.310
Kissimmee Muni Arpt, FL	0	0	0	0	0	2	0	0	0	2	0.000 1.913
Kodiak Arpt, AK	0	0	0	0	0	0	0	2	0	2	0.000 5.345
La Guardia Arpt, NY	0	0	1	2	0	0	1	2	2	4	0.544 1.087
Lake Hood SPB, AK	0	0	0	0	0	0	3	3	3	3	N/A N/A
Lakefront Arpt, LA	0	0	0	0	2	3	0	2	2	5	1.099 2.980
Lakeland Linder Regional Arpt, FL	0	0	0	0	4	2	1	4	5	6	2.279 3.087
Lambert-St. Louis Intl, MO	0	0	3	0	4	13	6	2	13	15	2.584 3.067
Lancaster Arpt, PA	0	0	0	0	1	0	0	0	1	0	0.941 0.000
Laurence G. Hanscom Field Arpt, MA	1	0	3	0	0	3	0	1	4	4	2.028 1.933
Lawrence Muni Arpt, MA	0	0	0	0	1	3	0	2	1	5	1.019 5.161
Lawton-Fort Sill Rgnl Arpt, OK	0	0	0	0	0	1	0	0	0	0	0.000 2.990
Lehigh Valley Intl, PA	0	0	1	0	1	2	0	0	0	2	1.326 1.457
Lincoln Muni Arpt, NE	0	0	1	0	4	2	1	0	6	2	4.858 1.637
Livermore Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000 0.413
Long Beach/Daugherty Field Arpt, CA	0	1	1	0	15	18	0	7	16	26	3.185 5.889
Long Island Mac Arthur Arpt, NY	0	0	0	1	1	2	0	0	1	3	0.481 1.378
Los Angeles Intl, CA	0	1	3	0	10	23	0	4	13	28	1.680 3.643
Louisville Int'l-Standiford Field Arpt, KY	0	0	0	0	0	2	2	0	2	2	1.148 1.104
Lubbock Intl, TX	0	0	0	0	0	5	1	0	1	5	0.861 3.885
Luis Munoz Marin Intl, PR	0	1	0	1	5	7	4	13	9	22	4.165 9.359
Mahlon Sweet Field Arpt, OR	0	0	0	0	5	0	0	0	5	0	4.370 0.000
Manassas Rgnl/Harry P. Davis Field Arpt, VA	0	0	0	0	1	2	1	0	2	2	1.688 1.487
Manchester Arpt, NH	0	0	0	0	1	0	1	2	2	2	1.716 1.841
Mansfield Lahm Muni Arpt, OH	0	0	0	0	1	0	1	1	2	1	3.546 1.890
Martha's Vineyard Arpt, MA	0	0	0	0	1	3	0	1	1	4	1.518 6.316
MBS Intl, MI	0	0	0	0	0	0	0	1	0	1	0.000 1.867
McCarran Intl, NV	0	0	1	2	7	1	0	0	8	3	1.514 0.549
Mc Clellan-Palomar Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000 0.398
Mc Ghee Tyson Arpt, TN	0	0	0	2	2	1	0	1	2	4	1.398 2.713

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Mc Kellar-Sipes Regional Apt., TN	0	0	0	0	1	2	0	1	1	3	3.173
Mc Kinney Muni Apt., TX	0	0	0	0	0	2	0	1	0	3	0.000
Menary Field Apt., OR	0	0	0	0	1	1	1	0	2	1	4.059
Melbourne Regional Apt., FL	0	0	0	1	3	0	0	0	3	1	2.036
Memphis Center, TN	0	0	1	0	0	0	0	0	1	0	N/A
Memphis Intl., TN	0	0	0	2	1	4	0	0	1	6	0.269
Merrill C. Meigs Apt., IL	0	0	0	0	1	0	0	0	1	0	1.599
Merrill Field Apt., AK	1	0	0	0	1	2	25	23	27	25	2.370
Metropolitan Oakland Intl., CA	0	0	1	0	1	2	0	3	2	5	0.391
Miami Intl., FL	0	0	0	1	1	2	3	1	4	4	0.751
Michigan Rgnl Transportation Ctr Apt., IN	0	0	1	0	0	1	3	1	4	2	4.631
Mid Delta Rgnl, MS	0	0	0	0	0	1	0	0	0	1	0.000
Middle Georgia Regional Apt., GA	0	0	0	0	0	1	1	0	1	1	3.039
Millville Muni Apt., NJ	0	0	1	0	1	0	0	0	2	0	N/A
Minneapolis Center, MN	0	0	0	0	0	1	0	0	0	1	N/A
Minneapolis-St. Paul Intl./World Chamberlain Apt., MN	0	0	0	2	5	2	4	4	9	8	1.774
Mobile Downtown, AL	0	0	0	0	1	0	0	0	1	0	1.130
Mobile Regional Apt., AL	0	0	0	0	0	0	2	0	2	0	1.267
Monroe County Apt., IN	0	0	0	0	1	0	0	0	1	0	N/A
Monroe Regional Apt., LA	0	0	1	0	0	4	0	2	0	7	0.000
Monterey Peninsula Apt., CA	0	1	1	0	0	2	0	0	1	3	0.937
Montgomery Field Apt., CA	2	1	0	1	12	11	15	11	29	24	10.626
Montgomery Rgnl (Dannelly Field) Apt., AL	0	0	0	0	0	2	1	1	1	3	0.990
Morganstown Muni-Walter L. Bill Hart Field Apt., WV	0	0	0	0	0	0	0	1	0	1	0.000
Muskegon County Apt., MI	0	0	0	0	3	0	1	0	4	0	5.674
Myrtle Beach Intl., SC	0	0	0	0	1	8	1	0	2	8	1.273
Napa County Apt., CA	0	0	0	0	1	4	0	1	3	3	4.081
Naples Muni Apt., FL	0	0	0	0	1	4	0	4	4	10	3.194
Nashville Intl., TN	0	1	0	1	4	0	1	0	1	1	1.671
Natrona County Intl., WY	0	0	0	0	0	0	1	1	1	1	2.149
New Castle County Apt., DE	0	0	0	0	1	0	0	0	1	0	0.737
New Century Aircenter, KS	0	0	0	0	1	0	0	0	1	0	N/A

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
New Hanover Intl, NC	0	0	0	1	3	5	0	2	3	8	4.203
New Orleans Int'l/Moisant Field Arpt, LA	0	0	0	0	0	2	0	0	0	2	0.000
New York TRACON, NY	0	0	0	0	1	0	0	0	1	0	N/A
Newark Intl, NJ	0	0	1	1	4	6	1	4	6	11	1.295
Newport News/Williamsburg Intl, VA	0	0	0	0	0	1	0	0	0	1	0.000
Niagara Falls Intl, NY	0	0	0	0	0	0	0	0	1	0	0.000
Norfolk Intl, VA	0	0	0	0	1	0	0	0	0	1	0
North Las Vegas Arpt, NV	0	2	0	0	5	35	0	1	5	38	2.142
Northeast Philadelphia Arpt, PA	0	0	0	0	0	0	0	1	0	1	0.582
Northwest Arkansas Rgnl, AR	0	0	0	0	1	0	0	0	1	0	N/A
Northwood Memorial Arpt, MA	0	0	0	0	2	0	0	0	2	0	0.000
Oakland County Intl Arpt, MI	0	0	0	0	0	0	0	2	0	2	0.556
Oneida County Arpt, NY	0	0	0	0	1	0	0	0	0	1	0.000
Ontario Intl, CA	0	0	1	1	0	3	1	1	2	5	1.752
Opa Locka Arpt, FL	0	0	0	0	2	0	2	0	4	0	3.189
Orlando Executive Arpt, FL	0	0	1	0	2	2	2	1	5	3	2.256
Orlando Int'l, FL	0	0	0	0	0	0	0	2	0	0	0.551
Orlando Sanford Arpt, FL	0	0	1	1	5	0	0	3	6	4	1.657
Outagamie County Rgnl Arpt, WI	0	0	3	0	0	0	0	0	3	0	4.896
Page Field Arpt, FL	0	0	0	0	1	0	2	1	3	1	3.055
Pago Pago Intl, AS	0	0	0	0	0	0	0	1	0	1	0.000
Palm Beach Int'l, FL	0	0	1	2	8	3	0	0	9	5	4.572
Palm Springs Int'l, CA	0	0	1	0	3	8	0	2	4	10	3.975
Palmdale Prod'l Flt/Test Instlh Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000
Palo Alto of Santa Clara County Arpt, CA	0	0	0	0	1	0	2	1	2	2	0.491
Palmwaukee Muni Arpt, IL	0	0	0	1	0	1	0	1	1	4	0.592
Panama City-Bay County Intl Arpt, FL	0	0	0	0	1	0	1	0	2	0	2.143
Pensacola Regional Arpt, FL	0	0	1	0	0	2	0	0	1	2	0.792
Philadelphia Intl, PA	0	0	1	2	2	2	1	3	4	7	0.835
Philip Billard Muni Arpt, KS	0	0	0	0	0	1	0	0	0	1	0.000
Phoenix Sky Harbor Intl, AZ	0	0	0	2	13	13	1	3	14	18	2.511
Phoenix-Deer Valley Muni Arpt, AZ	0	0	1	0	6	2	1	3	8	5	2.804

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Piedmont Triad Intl, NC	0	0	0	0	1	4	1	3	2	7	1.514
Port Columbus Intl, OH	0	0	0	0	1	2	0	0	1	2	0.443
Portland Intl Jetport Apt, ME	0	0	0	0	1	1	2	1	3	2	2.332
Portland Intl, OR	0	0	0	0	1	2	0	0	1	2	0.311
Portland-Hillsboro Apt, OR	0	0	0	0	1	0	0	0	1	0	0.408
Portland-Troutdale Apt, OR	0	0	0	0	1	6	2	4	3	10	3.939
Pueblo Memorial Apt, CO	0	0	0	0	0	0	0	0	0	1	0.000
Purdue University Apt, IN	0	0	0	0	0	1	1	0	1	1	0.664
Quad-City Apt Intl, IL	0	0	0	0	0	0	1	0	0	2	0.000
Raleigh-Durham Intl, NC	0	0	0	0	1	3	9	2	2	5	12
Ralph Wien Memorial Apt, AK	1	0	0	0	0	0	1	0	0	1	N/A
Rapid City Regional Apt, SD	0	0	0	0	0	0	2	0	0	2	0.000
Reading Regional/Carl A. Spaatz Field Apt, PA	0	0	0	2	0	1	0	4	1	7	5.147
Redding Muni Apt, CA	0	0	0	0	1	0	0	2	0	3	0.720
Reid-Hillview of Santa Clara County Apt, CA	0	0	0	0	1	0	0	0	0	0	0.000
Reno/Tahoe Intl, NV	1	0	0	0	26	20	3	3	30	23	19.792
Renton Muni Apt, WA	0	0	0	0	0	0	1	4	1	4	0.925
Republie Apt, NY	0	0	0	0	1	5	0	0	0	1	0.410
Richard Lloyd Jones Jr. Apt, OK	0	0	0	1	3	1	10	4	13	6	4.783
Richmond Intl, VA	0	0	0	0	5	3	2	0	7	3	5.470
Riverside Muni Apt, CA	0	0	0	0	1	0	1	1	2	1	2.620
Roanoke Regional/Woodrum Field Apt, VA	0	1	0	0	4	0	0	1	4	2	3.858
Roberts Field Apt, OR	0	0	0	0	0	3	0	0	0	3	0.000
Robins AFB, GA	0	0	0	0	0	2	0	0	0	2	N/A
Rochester Intl Apt, MN	0	0	0	1	0	2	0	0	0	3	0.783
Rock County Apt, WI	0	0	1	0	0	2	1	0	0	3	1.075
Ronald Reagan Washington National Apt, DC	0	0	0	1	1	1	1	0	3	2	0.899
Roswell Industrial Air Center Apt, NM	0	0	0	0	0	0	0	0	0	1	0.000
Salina Muni Apt, KS	0	0	0	0	0	0	0	0	0	1	0.000
Salisbury-Ocean City-Wicomico Rgnl Apt, MD	0	0	0	0	0	0	1	0	1	2	1.256
Salt Lake City Intl, UT	2	0	0	1	0	6	0	1	0	3	0.813

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AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99
Salt Lake City TRACON, UT	0	0	0	0	0	0	1
San Antonio Intl, TX	0	0	0	0	0	10	5
San Carlos Arpt, CA	0	0	0	0	3	0	5
San Diego Intl-Lindbergh Field Arpt, CA	2	0	1	0	2	0	5
San Francisco Intl, CA	1	2	2	2	1	0	5
San Jose Intl, CA	2	0	2	1	9	15	0
Santa Barbara Muni Arpt, CA	0	0	0	2	4	10	1
Santa Fe County Muni Arpt, NM	0	0	0	0	0	0	1
Santa Maria Public/Capt G Allan Hancock Arpt, CA	0	0	0	0	1	0	0
Santa Monica Muni Arpt, CA	0	0	0	1	0	5	6
Sarasota-Bradenton Intl Arpt, FL	0	0	0	1	0	4	0
Savannah Intl, GA	0	0	0	0	2	2	0
Scottsdale Arpt, AZ	1	0	0	0	0	0	1
Seattle-Tacoma Intl, WA	0	0	2	1	4	3	1
Sioux Gateway Arpt, IA	1	0	0	1	0	0	1
Snohomish County (Payne Field) Arpt, WA	0	0	0	0	0	1	0
Sonoma County Arpt, CA	0	0	0	0	1	0	10
Southeast Texas Rgnl, TX	0	0	0	0	1	0	1
Southwest Florida Intl Arpt, FL	0	0	0	1	3	0	1
Spirit Of St. Louis Arpt, MO	0	0	0	0	1	8	1
Spokane Intl, WA	0	1	0	0	0	4	0
Springfield-Branson Rgnl Arpt, MO	0	0	0	2	1	0	0
St. Louis Downtown-Parks Arpt, IL	0	0	0	2	1	4	1
St. Lucie County Intl, FL	0	0	0	2	3	0	1
St. Paul Downtown Holman Field Arpt, MN	0	0	0	0	1	2	1
St. Petersburg/Clearwater Intl, FL	0	0	0	1	0	0	1
Stewart Intl, NY	0	0	0	0	1	1	1
Stockton Metro Arpt, CA	0	0	0	0	1	0	1
Syracuse Hancock Intl, NY	0	0	1	1	0	1	2
Tallahassee Rgnl Arpt, FL	0	0	0	1	2	0	0
Tampa Intl, FL	0	0	0	0	3	3	3
Terre Haute Intl, IN	0	0	0	1	2	1	2

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON
NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000
Caution: A surface incident may have multiple causal factors and result in multiple deviations*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		PEDESTRIAN DEVIATION		VEHICLE DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Teterboro Arpt, NJ	0	0	1	3	2	2	3	1	6	6	2,390	2,420	3,558	0,000
The Eastern Iowa Arpt, IA	0	0	1	0	0	0	2	0	3	0	0	0	0	0,565
The William B Hartsfield Atlanta Intl, GA	0	0	2	1	2	2	3	2	7	5	0	0	0	8,810
Theodore Francis Green State Arpt, RI	0	1	0	0	5	10	2	2	7	13	4,444	0,989	1,943	0,989
Toledo Express Arpt, OH	0	0	0	0	2	1	0	0	2	1	0	0	0	5,332
Tompkins County Arpt, NY	0	0	0	1	0	2	2	0	2	3	3,733	0,000	0,000	0,665
Trenton Mercer Arpt, NJ	0	0	0	0	0	0	0	1	0	1	0	0	0	1,105
Tri-Cities Arpt, WA	0	0	1	0	2	1	0	0	0	3	1	0	0	3,172
Tri-State/Milton J. Ferguson Field Arpt, WV	0	0	0	0	0	2	0	0	0	2	0	0	0	3,710
Tucson Intl, AZ	0	0	0	1	0	2	1	1	1	1	4	0	0	0,354
Tulsa Intl, OK	0	0	0	0	3	0	0	0	0	3	0	0	0	1,576
Tupelo Muni / C.D. Lemons Arpt, MS	0	0	0	0	0	3	0	0	0	3	0	0	0	0,000
Tuscaloosa Muni Arpt, AL	0	0	0	0	0	1	1	0	0	1	1	0	0	8,921
Tweed-New Haven Arpt, CT	0	0	0	0	1	1	0	0	0	1	1	0	0	1,670
Tyler Pounds Field Arpt, TX	0	0	0	0	0	0	0	0	2	0	0	0	0	0,000
University Of Illinois-Willard Arpt, IL	0	0	0	0	1	0	0	0	0	1	0	0	0	0,000
Valdosta Regn Arpt, GA	0	0	0	0	0	1	0	0	0	0	1	0	0	1,837
Van Nuys Arpt, CA	0	0	0	1	0	2	1	1	0	1	1	0	0	1,677
Vero Beach Muni Arpt, FL	0	0	0	0	2	0	1	0	0	2	0	0	0	1,791
W K Kellogg Arpt, MI	0	0	0	0	0	0	0	0	2	0	0	0	0	0,000
Waco Regional Arpt, TX	0	0	0	0	0	1	0	0	0	0	1	0	0	1,725
Walla Walla Regional Arpt, WA	0	0	0	0	0	1	0	0	0	0	1	0	0	2,328
Washington Dulles Intl, DC	0	0	1	0	5	0	0	0	6	0	0	0	0	1,285
Waterloo Muni Arpt, IA	0	0	0	0	0	1	1	0	1	1	1	0	0	1,734
Waukegan Rgnl Arpt, IL	0	0	0	0	0	2	0	0	0	2	0	0	0	2,194
Westchester County Arpt, NY	0	0	0	0	0	4	1	3	1	7	0	0	0	3,342
Wheeling Ohio County Arpt, WV	0	0	0	0	0	1	0	0	0	1	0	0	0	2,568
Whiteman Arpt, CA	0	0	0	0	0	1	0	2	0	3	0	0	0	2,358
Wichita Mid-Continent, KS	0	0	0	0	0	1	1	0	1	1	0	0	0	0,469
Wiley Post Arpt, OK	0	0	0	0	1	0	1	4	2	4	0	0	0	3,935
Wilkes-Barre/Scranton Intl, PA	0	0	0	0	0	0	1	0	1	0	0	0	0	0,930
Will Rogers World Arpt, OK	0	0	1	0	1	3	0	0	2	3	1,237	1,886	0	0

Actual Activity Data thru 06/30/2000

Forecast Activity Data 07/01/2000 - 10/31/2000

Rates per 100,000 Operations

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

NOVEMBER 1998 - OCTOBER 1999 versus NOVEMBER 1999 - OCTOBER 2000
Caution: A surface incident may have multiple causal factors and result in multiple deviations*

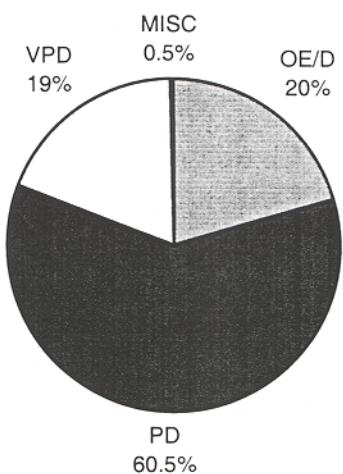
AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
William P. Hobby Apt, TX	0	0	1	0	2	1	0	1	3	2	1.161	0.785
Williams Gateway, AZ	0	0	0	0	0	3	0	0	0	3	0.000	2.638
Willow Run Apt, MI	0	0	0	0	3	1	4	3	7	4	4.227	2.568
Wittman Regional Apt, WI	0	0	0	0	1	1	1	1	2	2	1.755	1.996
Worchester Muni Apt, MA	0	0	0	0	0	1	0	0	0	1	0.000	1.965
Yakima Air Terminal/Mcallister Field Apt, WA	0	0	0	0	1	1	0	0	3	1	4	1.774
Yeager Apt, WV	0	0	0	1	0	0	0	0	0	0	0.000	1.088
Youngstown Muni Apt, OH	0	1	0	0	3	1	2	0	5	2	6.090	2.391
Zampolini Field Apt, CA	0	0	0	0	1	2	0	0	1	2	0.474	1.111
Total	16	24	93	95	518	737	384	523	1011	1379	1.805	2.565

Actual Activity Data thru 06/30/2000
Forecast Activity Data 07/01/2000 - 10/31/2000

Runway Incursions by Type and Month 1999 through Oct 2000

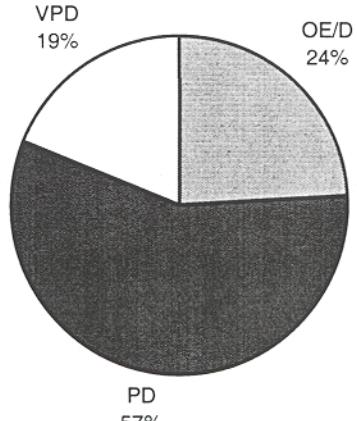
Runway Incursions by Month - 2000

MONTH	Incident Type				TOTAL
	OE/D	PD	VPD	MISC	
January	2	15	6	1	24
February	5	12	7	0	24
March	11	22	3	0	36
April	7	20	6	0	33
May	8	25	6	0	39
June	11	25	8	0	44
July	6	28	7	0	41
August	10	27	10	0	47
September	5	18	10	0	33
October	9	27	5	0	41
November					
December					
TOTAL	74	219	68	1	362



Runway Incursions by Month - 1999

Month	Incident Type				Total
	OE/D	PD	VPD		
January	8	17	4		29
February	7	9	5		21
March	3	8	6		17
April	4	15	3		22
May	8	18	3		29
June	7	12	9		28
July	7	23	9		39
August	7	13	3		23
September	8	17	8		33
October	7	13	4		24
November	7	15	3		25
December	5	22	4		31
Totals	78	182	61		321



Runway incursion data is based on preliminary reports and is subject to change following a final investigation.

Source: Runway Safety Program Office, ATS-20

RUNWAY INCURSIONS
BY TYPE AND RATE
Jan - Oct 2000
 (Operations in Millions)

January - October 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	5	6	0	11	0.94	11.68
ACE	2	11	2	0	15	2.17	6.91
AEA	14	17	7	0	38	7.49	5.07
AGL	13	23	11	1	48	8.90	5.39
ANE	2	19	3	0	24	2.47	9.70
ANM	4	22	6	0	32	5.10	6.27
ASO	20	25	15	0	60	11.65	5.15
ASW	4	20	4	0	28	6.80	4.12
AWP	15	77	14	0	106	12.36	8.57
Total	74	219	68	1	362	57.89	6.25

January - December 1999

Region	OE	PD	VPD	TOTAL	OPERATIONS	RATE
AAL	0	1	1	2	1.05	1.9
ACE	4	9	3	16	2.69	5.95
AEA	12	14	6	32	8.84	3.62
AGL	16	27	13	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	14	37	10	61	13.79	4.42
ASW	6	20	8	34	8.07	4.21
AWP	15	53	14	82	15.18	5.4
Total	78	182	61	321	68.75	4.67

CY 00 Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
 Source: Runway Safety Program Office, ATS-20

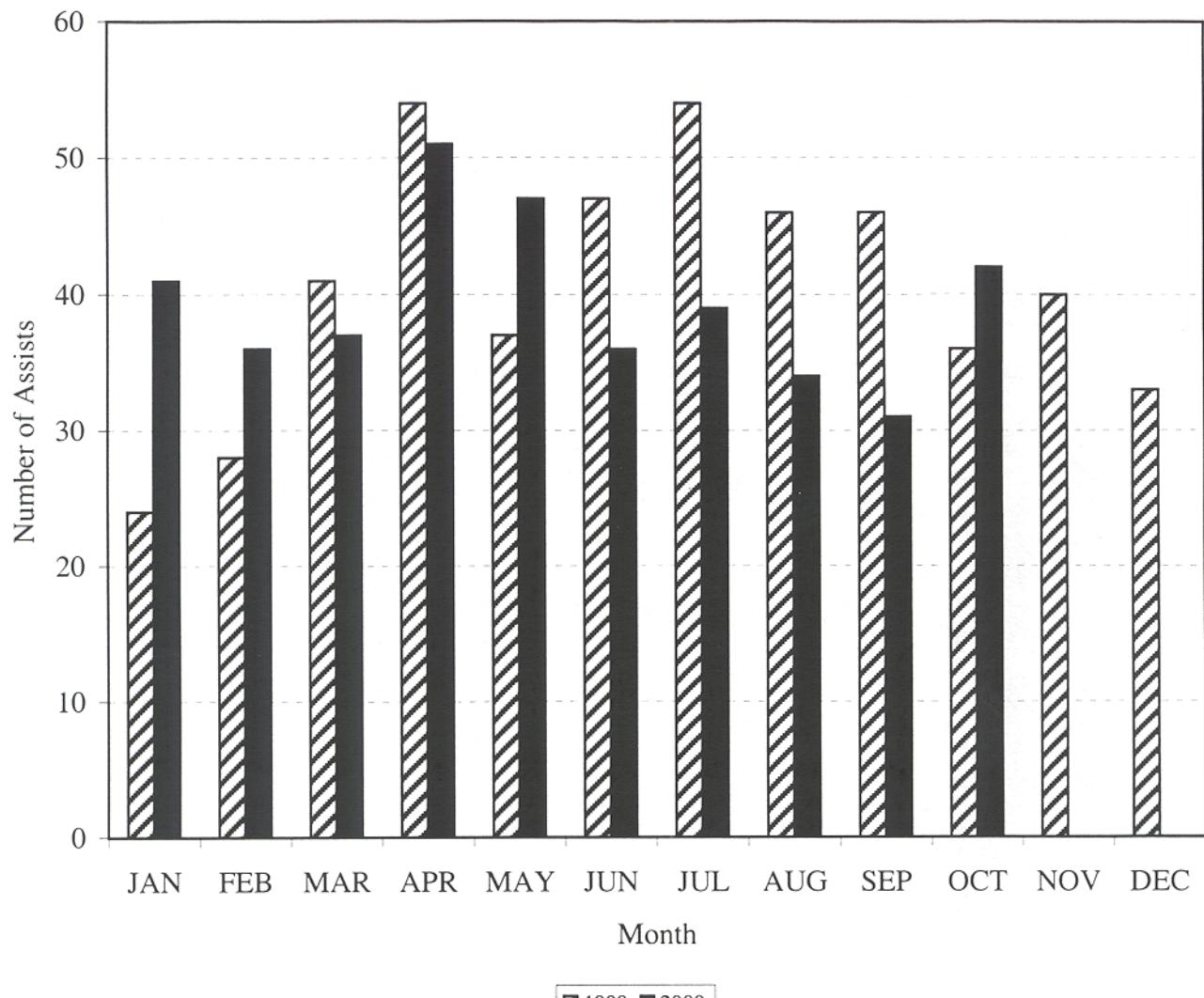
FLIGHT ASSISTS*

***Flight Assists** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.

Data are preliminary and subject to change.

Flight Assists by Month

1999 - October 2000

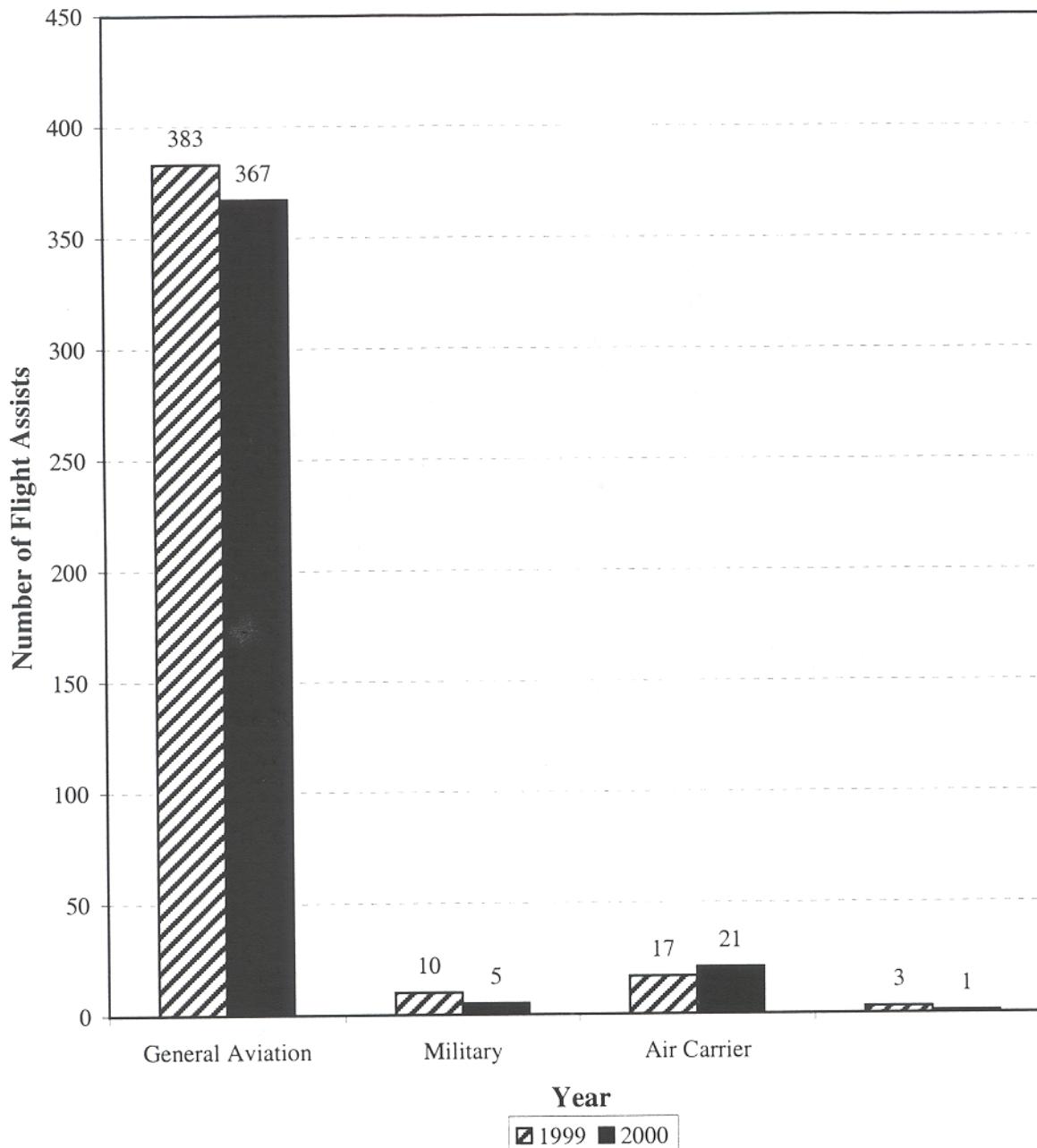


■ 1999 ■ 2000

1999	24	28	41	54	37	47	54	46	46	36	40	33
2000	41	36	37	51	47	36	39	34	31	42		

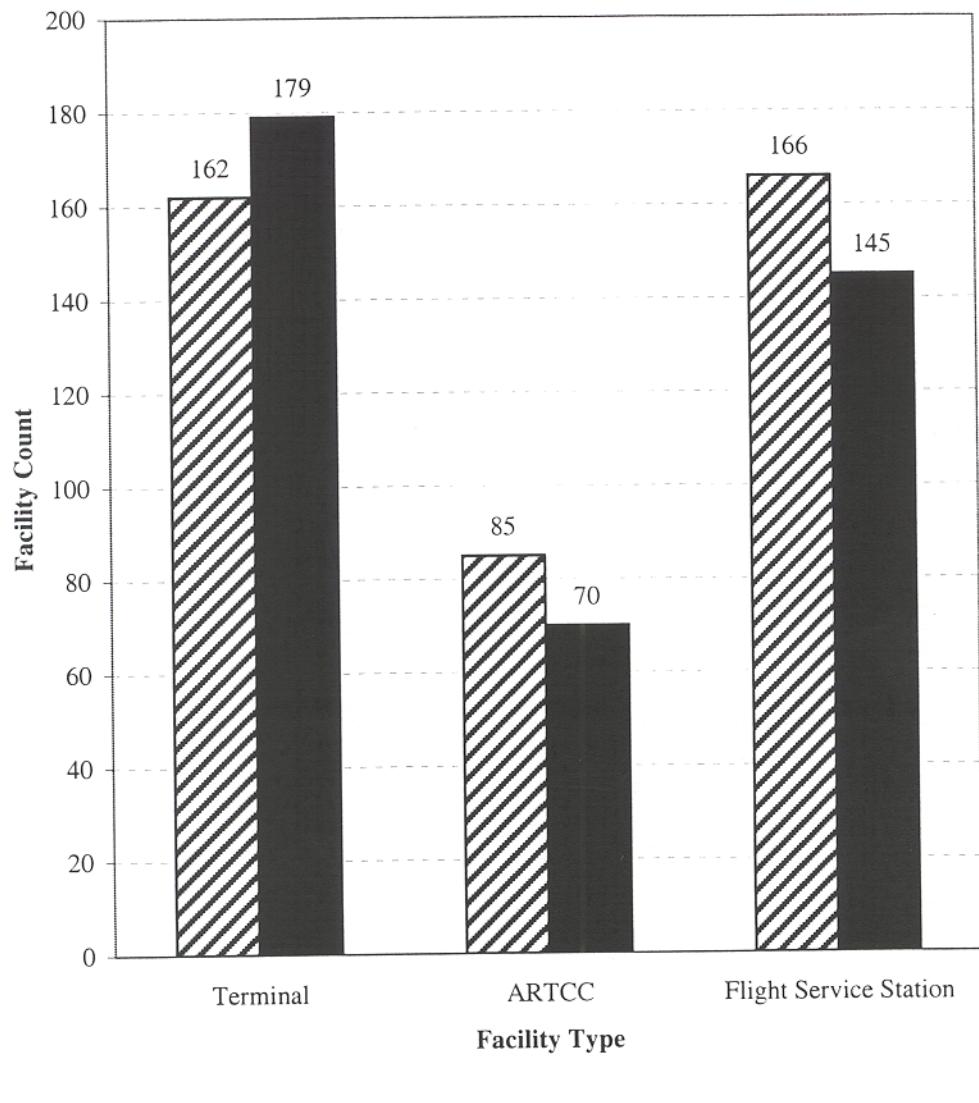
Flight Assists By Operator Type

1999 - October 2000



Flight Assists by Facility Type

1999 - October 2000

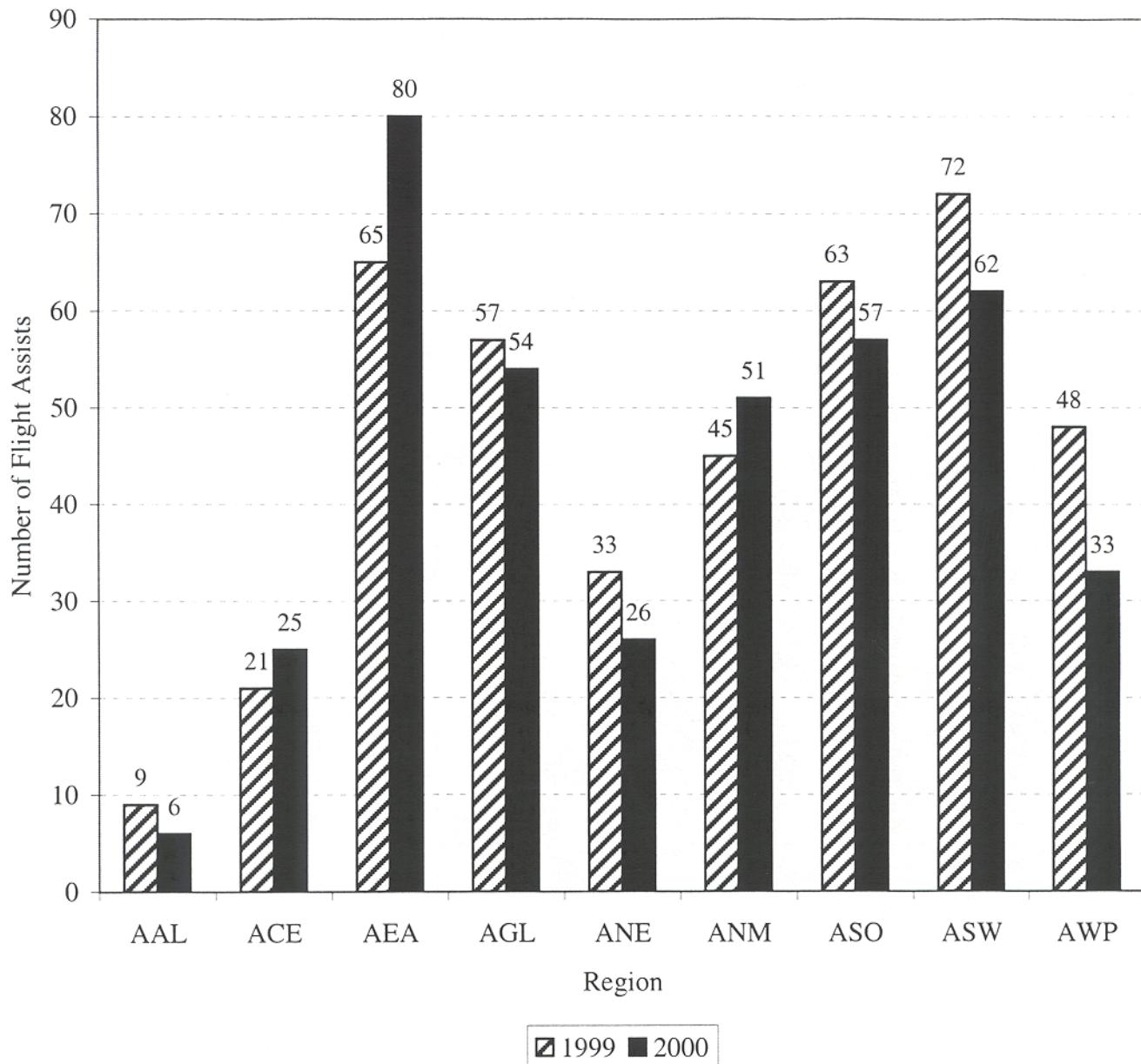


Flight Assists by Facility 12 Month Comparison (2000 Ranking)

Facility Name	ID	NOV. 1998 - OCT. 1999	NOV. 1999 - OCT. 2000
New York TRACON, NY	N90	28	19
Fort Worth Meacham Arpt, TX	FTW	13	19
Ernest A. Love Field Arpt, AZ	PRC	10	14
Atlanta Center, GA	ZTL	12	12
Denver Intl, CO	DEN	9	12
Fort Worth Center, TX	ZFW	7	10
Seattle Center, WA	ZSE	8	8
Mc Alester Regional Arpt, OK	MLC	8	8
Montgomery County Arpt, TX	CXO	19	7
Ronald Reagan Washington National Arpt, DC	DCA	4	7
Albany Intl, NY	ALB	1	7
Cleveland Center, OH	ZOB	7	6
Princeton Muni Arpt, MN	PNM	6	6
Columbia Regional Arpt, MO	COU	5	6
Burlington Intl, VT	BTW	4	6
New York Center, NY	ZNY	4	6
Greater Kankakee Arpt, IL	IKK	4	6
Lovell Field Arpt, TN	CHA	3	6
Kansas City Center, MO	ZKC	2	6
Yeager Arpt, WV	CRW	1	6
Washington Dulles Intl, DC	IAD	1	6

Flight Assists By Region

1999 - October 2000

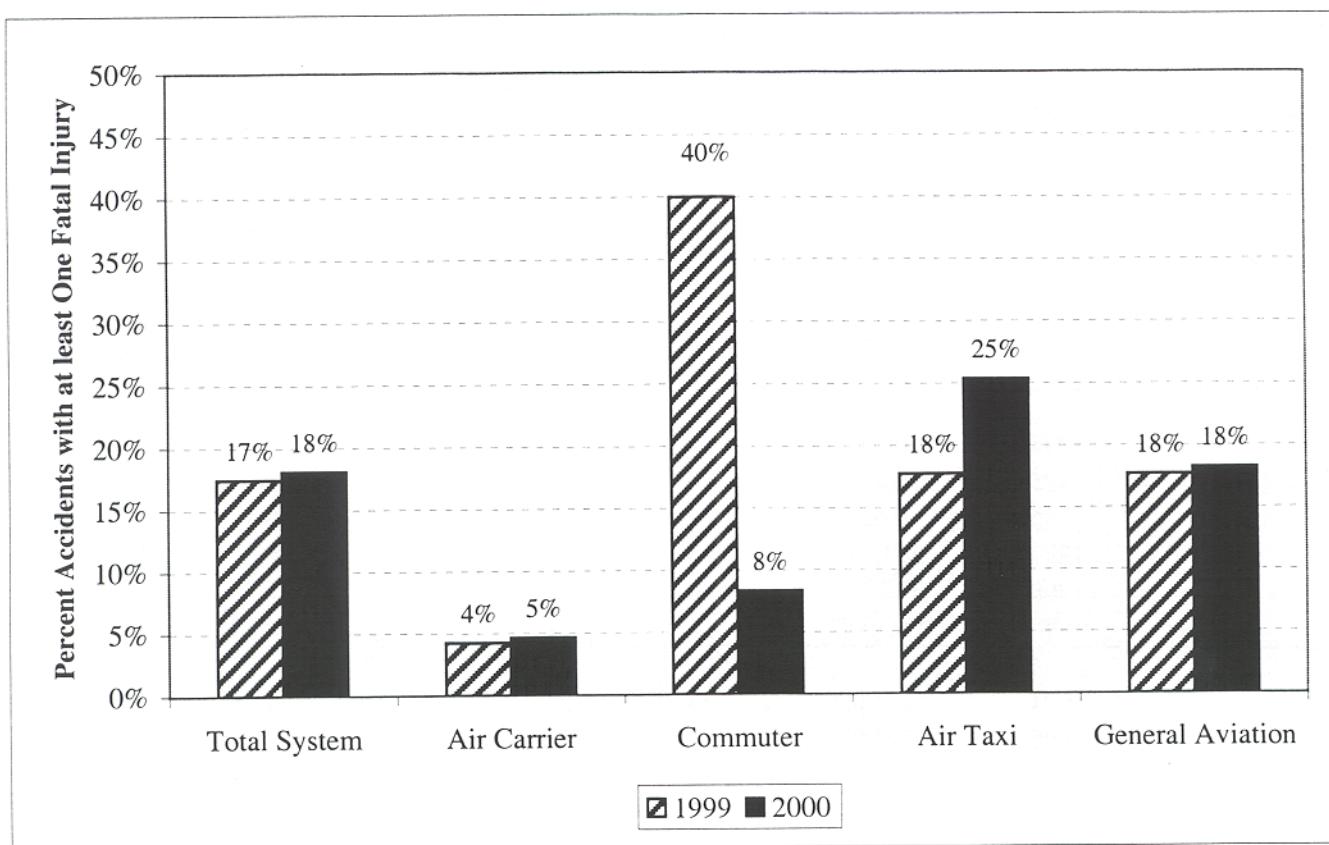


ACCIDENT DATA*

***An aircraft accident** is defined by the National Transportation Safety Board as “an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.”

Data are preliminary and subject to change.

Total System Accident Data by Segment
January - October
1999-2000



SEGMENT	YEAR	ACCIDENTS			FATAL RATE
		TOTAL	FATAL	FATALITIES	
Total	1999	1816	317	619	17%
System	2000	1756	318	713	18%
Large Air	1999	47	2	12	4%
	2000	43	2	91	5%
Commuter	1999	10	4	6	40%
	2000	12	1	5	8%
Air Taxi	1999	62	11	37	18%
	2000	67	17	65	25%
General	1999	1697	300	564	18%
Aviation	2000	1634	298	552	18%

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	TOTAL	ACCIDENTS		ACCIDENT RATE	
				FATAL	FATALITIES	TOTAL	FATAL
Large Air Carrier	1994	13,124,315	23	4	239	0.17	0.03
	1995	13,505,257	36	3	168	0.27	0.02
	1996	13,746,112	38	5	380	0.28	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	16,846,063	50	1	1	0.30	0.01
	1999P	17,428,000	52	2	12	0.30	0.01
Commuter	1994	2,784,129	10	3	25	0.36	0.11
	1995	2,627,866	12	2	9	0.46	0.08
	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.51
	1998	353,765	8	0	0	2.26	0.00
	1999P	269,000	13	5	12	4.83	1.86
Air Taxi	1994	1,854,000	85	26	63	4.58	1.40
	1995	1,707,000	75	24	52	4.39	1.41
	1996	2,029,000	90	29	63	4.44	1.43
	1997	2,250,000	82	15	39	3.64	0.67
	1998	2,538,000	77	18	48	3.03	0.71
	1999P	2,809,000	76	12	38	2.71	0.43
General Aviation	1994	22,235,000	1994	403	725	8.96	1.80
	1995	24,906,000	2053	412	734	8.23	1.64
	1996	24,881,000	1908	360	632	7.67	1.45
	1997	25,464,000	1853	353	643	7.28	1.39
	1998	26,796,000	1909	365	623	7.12	1.36
	1999P	27,080,000	1908	342	628	7.05	1.26

Data Source: NTSB

Rates are per 100,000 hours flown

Suicide/Sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates"

P - Preliminary Data

Effective March 20, 1997, aircraft with 10 or more seats must conduct scheduled passenger operations under 14 CFR 121

ACRONYM/ABBREVIATION LIST

ACRONYM/ABBREVIATION LIST

<i>A/C</i>	<i>Air Carrier</i>
<i>AAL</i>	<i>Alaskan Region</i>
<i>ACE</i>	<i>Central Region</i>
<i>ACT</i>	<i>Approach Control Tower</i>
<i>AEA</i>	<i>Eastern Region</i>
<i>AGL</i>	<i>Great Lakes Region</i>
<i>ANE</i>	<i>New England Region</i>
<i>ANM</i>	<i>Northwest Mountain Region</i>
<i>APP</i>	<i>Approach</i>
<i>ARSA</i>	<i>Airport Radar Service Area</i>
<i>ARTCC</i>	<i>Air Route Traffic Control Center</i>
<i>ASO</i>	<i>Southern Region</i>
<i>ASW</i>	<i>Southwest Region</i>
<i>ATA</i>	<i>Airport Traffic Area</i>
<i>ATC</i>	<i>Air Traffic Control</i>
<i>ATCT</i>	<i>Airport Traffic Control Tower</i>
<i>AWP</i>	<i>Western Pacific Region</i>
<i>CZ</i>	<i>Control Zone</i>
<i>FSS</i>	<i>Flight Service Station</i>
<i>IFR</i>	<i>Instrument Flight Rules</i>
<i>N/A</i>	<i>Not Applicable or Not Available</i>
<i>NMAC</i>	<i>Near Midair-Collision</i>
<i>NONSCH</i>	<i>Nonscheduled</i>
<i>NTSB</i>	<i>National Transportation Safety Board</i>
<i>OCA</i>	<i>Other Controlled Airspace</i>
<i>OD</i>	<i>Operational Deviation</i>
<i>OE</i>	<i>Operational Error</i>
<i>OP</i>	<i>Operational</i>
<i>PCA</i>	<i>Positive Control Area</i>
<i>PD</i>	<i>Pilot Deviation</i>
<i>PROCS</i>	<i>Procedures</i>
<i>SCH</i>	<i>Scheduled</i>
<i>SUA</i>	<i>Special Use Airspace</i>
<i>TCA</i>	<i>Terminal Control Area</i>
<i>TRACON</i>	<i>Terminal Radar Approach Control</i>
<i>VFR</i>	<i>Visual Flight Rules</i>
<i>VPD</i>	<i>Vehicle/Pedestrian Deviation</i>

GLOSSARY

GLOSSARY

Accident

An “aircraft accident” is defined by the National Transportation Safety Board as “an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.”

Air Carrier

Any air operator operating under FAR Parts 121, 127, or 135.

Air Route Traffic Control Center (ARTCC)

A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

Air Taxi

A class of air carriers, operating pursuant to FAR Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or less passenger seats and a payload capacity of 7,500 pounds or less. They do not hold certificates of public convenience and necessity and do not hold specific route authority.

Airport Operations

The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

Commuter

An FAR Part 135 operator who carries passengers on at least five round trips per week or at least one route between two or more points according to its published flight schedule that specifies the times, days of the week, and places between which those flights are performed.

Flight Assist

An event in which an air traffic control specialist provides verbal information or guidance to an aircraft pilot in a potentially dangerous flight situation.

General Aviation

That portion of civil aviation which encompasses all facets of aviation except air carriers.

Large Air Carrier

Scheduled and nonscheduled aircraft operating under FAR Parts 121 or 127.

(Note: Part 129 operations [foreign air carriers] are not included in the NTSB accident database, nor are hour and departure data available for these air carriers.)

Near Midair Collision

An incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crew member stating that a collision hazard existed between two or more aircraft.

Degree of Hazard

Critical: A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

Potential: An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

No Hazard: A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Open “Near Midair Collisions”

Final investigation still underway.

Operational Deviation

An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, or (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

Operational Error

An occurrence attributable to an element of the air traffic control system in which:

- 1. Less than the applicable separation minima results between two or more aircraft, or between an aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive; or*
- 2. An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.*

Pilot Deviation

The actions of a pilot that result in the violation of a Federal Aviation Regulation or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance.

Pilot Deviation Air Deviation Types

*ATC Altitude Clearance Deviation
ATC Course Clearance Deviation
Airspeed Violation
Flying VFR When IFR Required
Pilot Unqualified for Aircraft or Conditions
Required Aircraft Equipment Not Operating
Careless or Reckless Aircraft Operating
Unauthorized Low Level Flying
Missed Compulsory Reporting Point
Noncompliance with Other Regulations*

Pilot Deviation Airspace Violation Types

*Class A (formerly Positive Control Area (PCA))
Class B (formerly Terminal Control Area (TCA))
Class C (formerly Airport Radar Service Area (ARSA))
Class D (formerly Airport Traffic Area (ATA) and Control Zone (CZ))
Class E (formerly General Controlled Airspace)
Class G (formerly Uncontrolled Airspace)
Special Use Airspace
Unknown
Other*

Pilot Deviation Surface Deviation Types

*Takeoff Without Clearance
Takeoff on Wrong Runway or Taxiway
Landing Without Clearance
Landing or Takeoff Below Weather Minimums
Landing on Wrong Runway, Airport, or Taxiway
Entered Taxiway or Runway Without Clearance
Careless or Reckless Aircraft Operation
Other*

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. Please see next page for definition details.

Surface Incident

Any event where unauthorized or unapproved movement occurs within the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. Surface incidents result from pilot deviations, operational errors, vehicle pedestrian deviations, or operational deviations

Terminal Radar Approach Control (TRACON)

A Federal Aviation Administration (FAA) air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service may be provided to both civil and military airports. A TRACON is similar to a RAPCON (USAF), a RATCF (USN), and an ARAC (Army).

Vehicle/Pedestrian Deviation

An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

RUNWAY INCURSION DEFINITIONS

This section includes two groups of definitions. The first group includes terms that have been subject to some confusion and misunderstandings in the past; the second set is comprised of definitions tailored specifically to runway incursion analysis.

Runway Incursion (FAA Order 8020.11A, Ch.1 Par 5)

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.*

**A loss of separation means that aircraft involved in the incident were closer than allowed by air traffic requirements.*

Runway Incursions are classified into four categories:

Pilot Deviations (PD) - action of a pilot that results in violation of a Federal Aviation Regulation.

Operational Errors (OE) - an occurrence attributable to an element of the ATC system which results in:

- 1) less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65, Air Traffic Control, and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or
- 2) an aircraft landing or departing on a runway closed to aircraft operations after receiving air traffic authorization.

Operational Deviations (OD) (FAA Order 7210.3)

Controlled occurrences where applicable separation minima, as referenced in the definition of operational error (see above) are maintained, but 1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, or 2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

Vehicle/Pedestrian Deviations (VPD) - vehicle or pedestrian incursions resulting from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without ATC authorization.

It should be noted that not all events that fall into these categories are counted as runway incursions. While these four categories all represent surface incidents, they are considered runway incursions only when a collision hazard or loss of separation occurs.